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ANIMAL CHARCOAL,

PURE GROUND BONE

Fresh Bone Super-Phosphate of Lime,

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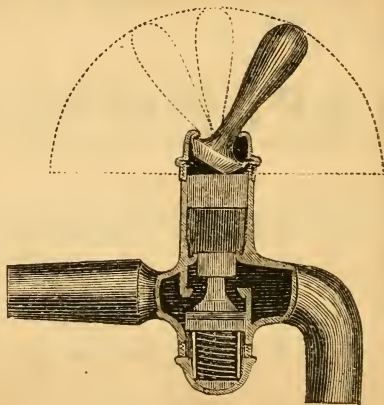
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PATENT

Self-Closing
FAUCET,

Patented Feb. 21st
1871.

In this Faucet
the Valve is opened
by pressing the
lever in any direction,
and closes of
itself when the
PRESSURE IS
REMOVED.



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FINE FURNISHING GOODS
For Men's and Boys' Wear,
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Fine Machinery, for Watchmakers and Jewelers.

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Cork-Lined Faucets,

TELEGRAPH PINS & GENERAL WOOD TURNING,

Nos. 8, 10 & 12 Pearl street, Newark, N. J.

Price List of Cork-Lined Wooden Faucets.

ONE BARREL CONTAINS:

No.	Size	dozen.	No.	Size	per dozen	\$
" 2	"	24	" 2,	or 6 inch,	per dozen	\$0 50
" 4	"	18	" 4,	" 7 "	"	0 75
" 6	"	13	" 6,	" 8 "	"	1 00
" 8	"	11	" 8,	" 9 "	"	1 25
" 9	"	5	" 9,	" 10 "	"	1 50
" 10	"	5	" 10,	" 18 "	" (for ice boxes)	3 25
" 11	"	4	" 11,	" "	"	4 25
					"	5 00

1836.

1872.

JOHN JELLIFF & CO.,

Manufacturers of and Dealers in

Cabinet Furniture.

HAIR, HUSK AND STRAW MATTRESSES,
Curtains, Lambrequins,
AND SHADES.

Churches, Banks, Lodges, Offices. Etc.,

FURNISHED TO ORDER.

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Contract for all kinds of Carpenter Work.

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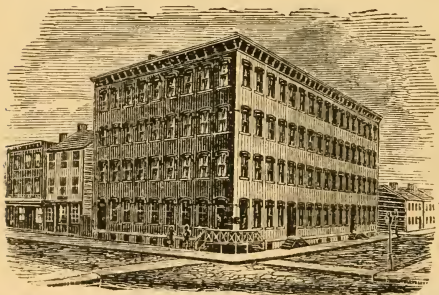
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GOLD

AND

Silver

REFINERS,

ASSAYERS, DEALERS IN BULLION,

And Sweep Smelters,

Cor. of Church and Marshall Sts.,

NEWARK, N. J.

642, C^L

H A N D B O O K

—AND—

G U I D E

FOR THE

CITY OF NEWARK,

NEW JERSEY.



642, C^c

CAREFULLY EDITED AND COMPILED
FROM AUTHENTIC SOURCES.

A. L. S.



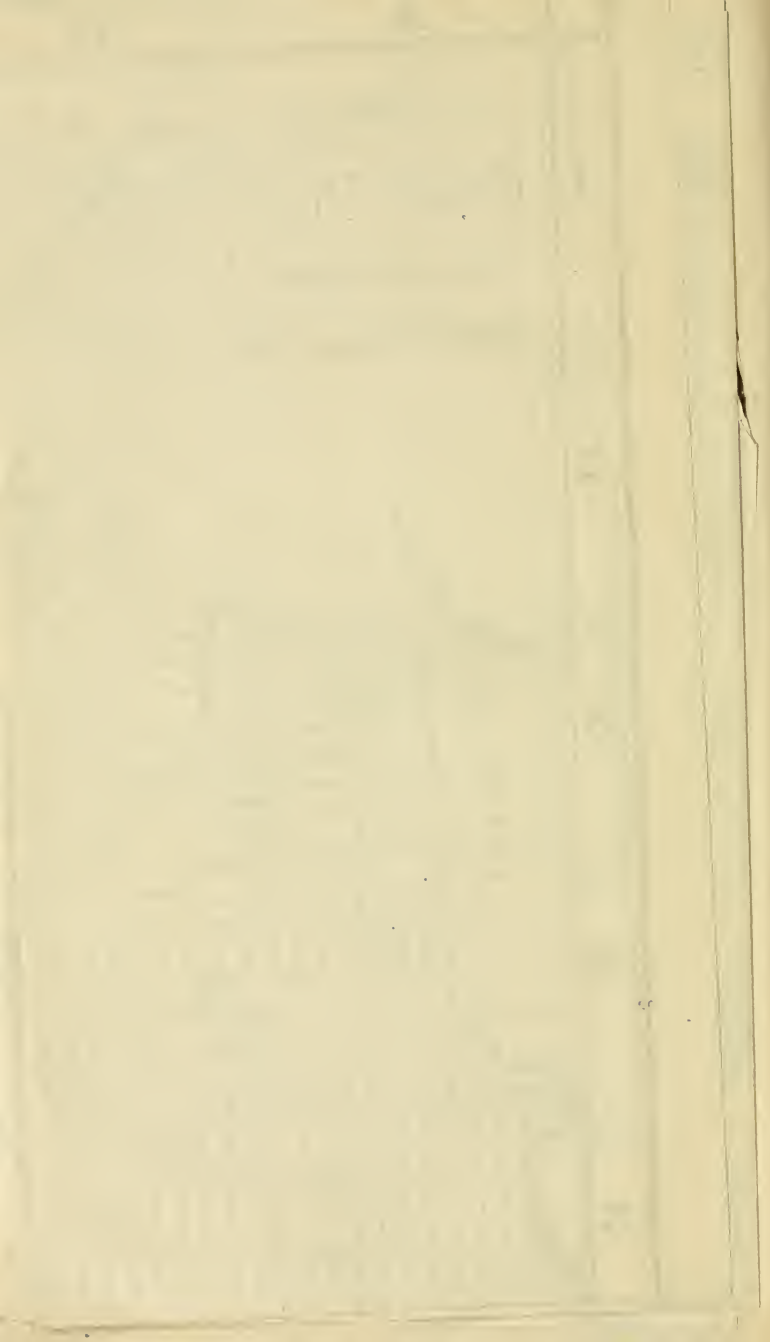
NEWARK, N. J.

NEWARK DAILY ADVERTISER PRINT.

1872.

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Aug
• 1872



KEY TO GUIDE CHART.

The Letters and Figures after the Streets correspond with the Letters on the top, and the figures on the side of the Chart. The name and location of a particular Street will be found in the Square, indicated by the accompanying Letter and Figure. Each Square represents a lineal half mile.

Academy.....c 4	Canal (North).....e 5	Ferry.....d 6	Lawrence.....d 5
Adams.....d 6	Canal (South).....e 5	Fifth Ave.....g 2	Lemon.....f 3
Action.....f 3	Cartaret.....j 3	Fifth.....f 2	Lewis.....c 3
Aling.....d 5	Catharine.....d 4	Fifteenth Ave.....d 2	Lexington.....e 7
Alpine.....b 4	Cedar.....e 4	Fillmore.....e 7	Liberty.....d 5
Alvea.....d 7	Cedar (2).....j 3	First.....f 2	Lillie.....c 3
Amsterdam.....d 8	Central Avenue.....e 4	First Ave.....h 3	Lincoln.....d 4
Ann.....d 7	Centre.....e 5	Forest.....c 2	Lincoln Avenue.....i 3
Arch.....e 4	Chadwick Ave.....a 3	Fourth.....f 2	Linden.....e 4
Ashbridge.....d 7	Chambers.....e 7	Fourth Avenue.....g 2	Littleton Avenue.....d 2
Ashland.....d 1	Charles.....c 3	Fourteenth Ave.....d 2	Livingston.....c 3
Astor.....b 4	Charlton.....c 3	Frankfort.....d 8	Lock.....e 3
Atlantic.....f 4	Chatham.....g 3	Franklin.....d 5	Lockwood.....f 8
Atlantic (2).....j 4	Cherry.....e 5	Frederick.....e 7	Locust.....a 4
Austin.....c 5	Chestnut Place.....k 4	Freeman.....e 7	Lombardy.....f 5
Aqueduct.....g 3	Chestnut.....c 5	Frelinghuysen av.....b 4	Longworth.....c 4
Avenue A.....a 5	Christie.....e 7	Front.....f 5	Lush.....d 3
“ B.....a 5	Christopher.....d 7	Fulton.....f 5	Mackin.....j 3
“ C.....a 5	Church.....d 4	Garden.....d 5	Madison.....d 6
“ D.....a 6	Clark.....g 4	Garrison.....c 7	Magazine.....d 8
“ E.....b 6	Clay.....f 4	Garside.....g 3	Magnolia.....c 3
“ F.....b 6	Clayton.....c 4	George.....e 7	Magnolia—2.....j 4
“ G.....b 7	Clifton.....a 4	Goble.....b 5	Maiden Lane.....d 1
“ H.....b 7	Clinton Avenue.....c 4	Gotthart.....c 7	Main.....d 8
“ I.....c 7	Clinton.....e 5	Gould Avenue.....f 1	Mapes.....a 5
“ J.....c 7	Clover.....e 6	Gouverneur.....g 4	Maple Place.....j 3
“ K.....c 8	Coe's Place.....d 4	Governor.....c 4	Market.....d 4
Avon Avenue.....b 4	Colden.....e 3	Grant.....f 4	Marshall.....d 1
Badger.....a 3	Columbia.....d 5	Gray.....f 1	McWhorter.....d 5
Baldwin.....d 4	Comes.....e 4	Green.....d 5	May.....i 3
Bank.....e 4	Commerce.....e 5	Greenberry.....c 2	Mechanic.....d 5
Barbara.....d 7	Commercial.....e 6	Greenwich.....c 4	Mercer.....d 4
Barclay.....c 4	Concord.....a 4	Grove.....e 4	Merchant.....d 7
Battin.....h 3	Condit.....e 3	Guilford.....a 4	Millford Avenue.....b 4
Beach.....d 5	Congress.....d 6	Halsey.....e 4	Mill.....k 4
Beacon.....d 3	Corey.....b 1	Hamburg Place.....d 7	Miller.....b 4
Beaver.....e 5	Cottage.....d 5	Hamilton.....d 5	Monmouth.....c 4
Bedford.....d 3	Cottage 2.....j 3	Harrison.....k 1	Monroe.....d 6
Beecher.....c 4	Court.....d 4	Harvey.....h 3	Monroe Lane.....g 2
Belleville Avenue.....g 4	Crane.....f 3	Hawthorne Ave.....a 3	Montgomery Ave.....c 1
Belmont Avenue.....c 3	Crane 2.....g 4	Hayes.....d 3	Montgomery.....c 4
Bennett.....i 4	Crawford.....c 4	Hecker.....f 3	Morris Avenue.....d 3
Bergen.....d 2	Cross.....f 4	Hermion.....c 5	M & E RR Ave.....f 4
Berkeley.....i 3	Cutler.....g 3	High.....d 4	Morrison.....i 3
Berlin.....d 8	Darcey.....d 7	Hill.....d 4	Morton.....d 3
Bigelow.....a 4	Dawson.....c 5	Hillside Avenue.....b 3	Mott.....e 7
Bird Avenue.....k 4	Dey.....e 3	Holland.....c 2	Mt Pleasant Ave.....g 4
Bleecker.....e 4	Dickerson.....e 3	Houston.....d 7	Mt Prospect Ave.....g 3
Bloomfield Ave.....g 4	Division.....f 4	Howard.....d 3	Mulberry Place.....d 5
Blum.....c 2	Division 2.....j 4	Hoyt.....e 3	Mulberry.....d 5
Bond.....e 3	Division Place.....e 5	Hudson.....e 3	Murray.....c 4
Bost.....d 3	Dougherty.....e 1	Humboldt.....f 2	Myrtle Avenue.....f 2
Boudinot.....e 5	Downing.....d 6	Hunter.....b 4	Napoleon.....d 7
Bowery.....e 7	Dresden.....d 8	Hunterdon.....d 2	Nassau.....f 4
Boyd.....c 3	Drift.....f 3	Jacob.....c 2	Nesbit.....f 3
Boyden.....f 4	Durand.....e 5	Jackson.....d 6	Nevada.....d 4
Branford.....a 4	Eagles.....f 4	James.....f 4	New.....e 4
Bremen.....d 7	Earl.....b 4	Jay.....f 3	Newark.....e 3
Bridge.....f 4	East Fair.....d 5	Jefferson.....d 6	Newbold.....g 2
Briennall Place.....d 4	East Ferry.....e 8	Jelliff.....a 3	N J RR Avenue.....d 6
Brill.....e 7	East Mechanic.....d 5	Jersey.....e 6	Newton.....d 3
Broad.....f 4	Eighth Avenue.....f 4	Jones.....d 3	New York Ave.....d 6
Broom.....c 3	Eleventh Avenue.....e 2	Johnson.....c 5	Niagara.....d 7
Bruce.....d 3	Elizabeth.....d 7	Johnson Avenue.....b 4	Nichols.....d 6
Bruen.....d 5	Elizabeth Ave.....b 4	Kearney.....g 3	Nicholson.....d 4
Brunswick.....b 4	Elm.....d 5	King.....b 5	Ninth Avenue.....f 1
Buck.....c 1	Emmett.....b 4	Kinney—East.....c 6	Norfolk.....d 3
Burnet.....e 4	Essex.....f 4	Kinney—West.....d 4	North First.....g 2
Cabinet.....e 3	Factory.....f 3	Komorn.....d 7	“ Second.....g 2
Calumet.....c 6	Fair.....d 5	Kossuth.....d 8	“ Third.....f 2
Camden.....d 2	Fairmount Ave.....d 2	Lafayette.....d 6	“ Fourth.....f 2
Camfield.....d 4	Fairview Ave.....c 3	Lagrange Place.....c 4	“ Fifth.....g 2
Camp.....c 5	Ferguson.....e 7	Lake.....h 2	“ Sixth.....g 2

1872.

Guide Chart

FOR
NEWARK, NEW JERSEY

Population Census 1870.
Population 1872 estimated at 100,000.

ORANGE TOWNSHIP

BLOOMFIELD TOWNSHIP

BELLEVILLE TOWNSHIP

Fairmount
CEMETERY

Woodside

McPlessey
CEMETERY

HEARNY TOWNSHIP

HARRISON
TOWNSHIP

MEADOWS

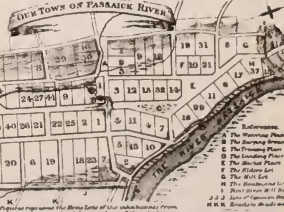
PROPOSED SHIP CANAL

NEWARK BAY

MAP OF THE CITY OF NEWARK

AS SURVEYED BY GEORGE HODGSON
FOR THE CITY OF NEWARK
1872

MAP OF NEWARK IN 1667.



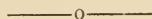
North Seventh.....f 2	Polk.....d 6	Sixth Avenue.....g 2	Third.....f 2
" Ninth.....g 2	Pond.....c 2	Somerset.....c 4	Thomas.....c 2
" Tenth.....g 1	Prince.....c 3	South Bridge.....f 4	Tichenor's Lane..b 5
" Eleventh..g 1	Prospect Place...c 3	" Essex.....c 4	Tichenor.....c 5
" Twelfth..g 1	Prospect.....d 6	" Orange Av.d 2	Tompkins.....g 4
" Thirteenth.g 1	Providence.....e 7	" Sixth.....d 2	Union.....d 6
Nutria.....f 2	Quinton.....b 3	" Seventh.....d 2	Van Buren.....d 6
Nutman.....e 3	Quitman.....c 4	" Eighth.....d 2	Vanderpool.....b 4
Oak.....d 5	Rankin.....d 3	" Ninth.....d 2	Van Wagenen....h 3
Ogden.....f 4	Rector.....e 5	" Tenth.....d 2	Vesey.....c 5
Oliver.....c 5	Richards' Lane..e 8	" Eleventh..d 2	Vine.....c 4
Orange.....f 4	Richards.....e 8	" Twelfth..d 1	Vroom.....d 5
Orchard..c 5	Richmond.....d 3	" Thirteenth.d 1	Wall.....d 7
Oriental.....h 4	Richter.....h 3	" Fourteenth d 1	Wallace Place...e 3
Orleans.....e 4	Ridge.....g 3	" Fifteenth..d 1	Wallace.....d 3
Oxford.....e 7	Ridgewood.....a 3	" Sixteenth..d 1	Walnut.....d 5
Pacific.....c 6	River.....e 5	" Seventeenth.d 1	Ward.....d 5
Park Place...e 5	Rose.....c 4	" Eighteenth d 1	Warren.....e 4
Park.....e 5	Roseville Avenue.f 2	" Nineteenth d 1	Warwick.....d 6
Parkhurst...c 5	Runyon.....a 4	South.....c 5	Washington Place.e 4
Passaic.....g 4	Sandford.....c 7	Spring.....f 4	Washington.....e 4
Paterson.....d 7	Sayer.....c 3	Springfield Ave..d 4	Waverly Place...c 4
Paul.....b 5	Schalk.....e 8	Spruce.....c 4	Webster.....g 4
Parker.....g 3	Scharf.....h 3	Stanton.....b 4	Westcott.....d 7
Pearl.....d 4	School.....e 3	State.....f 4	West Park.....e 4
Peddie.....c 4	Scott.....c 5	Stone.....g 3	West.....d 4
Pennington..c 5	Scribas Lane...d 4	Struve.....f 3	Wheeler Pt Road..c 7
Pennsylvania Ave.b 4	Searing.....e 3	St. Charles.....e 8	Wickliffe.....d 3
Peshine Avenue..a 3	Second Avenue..h 3	St. Francis.....d 8	Willet.....c 5
Pierce.....b 1	Second.....f 2	St. Marks.....b 3	William.....d 4
Pierson.....c 4	Seventeenth Ave..c 1	Summer Avenue..g 3	Willow.....d 4
Pine.....d 4	Seventh Avenue..f 2	Summit.....e 4	Wilsey.....e 3
Plane.....d 4	Sheffield.....f 3	Sussex Avenue...f 2	Wood.....f 3
Plum.....e 4	Shipman.....d 4	Taylor.....g 3	Woodside Avenue.i 3
Plum Point Lane.e 8	Sherman Avenue..b 4	Third Avenue...h 4	Wright.....b 4
Poinier.....b 4	Sixteenth Avenue.c 2	Thirteenth. Ave..d 3	

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STREETS NOT NAMED ON THE MAP.

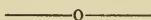
Augusta, from 357 Plane.....d 4	Malvern, 134 Pacific.....c 6
Backus, from Wheeler's Point Road...c 7	Maple Place, 44 Green.....d 6
Bathgate Place, 523 Orange.....f 2	Milton, 129 Wickliffe.....d 3
Coal, 70 River.....e 5	Myrtle, 97 Seventh Avenue.....f 3
Crittenden, 156 Belleville Avenue...g 4	Nicolay, near Littleton Avenue.....e 2
Delancy, 152 Pacific.....c 6	North Sandford, from Monroe Lane...g 2
Dublin, from Monroe Lane.....g 2	O'Connel, " " Lane.....g 2
Dundas, " " ".....g 2	Orange Place, 123 Orange.....f 4
Eckford, " " ".....g 2	Pitt, from Hamburg Place.....d 8
Ferdon, from Wheeler Point Road..c 7	Platt, from Wheeler's Point Road...c 7
Gold, from Jacob street.....c 2	Rankin Place, rear Court House.....d 4
Gold, from Orange street.....f 1	Rowland, from Crittenden.....g 4
Hacket, 249 Plane.....e 4	Sidney, near Clinton.....b 1
Halsted, from Wheeler's Point Road...c 7	Silk, 196 Academy.....e 4
Hampden, 87 Wickliffe.....e 3	Stiles, 54 River.....e 5
Hanover, from Wheeler's Point Road..c 7	Stockton, 197 Hamburg place.....d 7
Henry, 213 Bank.....e 4	Temple, from Lake.....h 2
Jabez, 182 Hamburg Place.....d 8	Thompson, from M & E RR Avenue...f 1
John, 66 Eighth Avenue.....f 4	Treadwell, 335 Mt Pleasant Avenue...h 4
Lang, from Elm.....d 7	Varum, from Wheeler's Point Road...c 7
Lorraine, from Bloomfield Avenue...g 4	Vesey, from Camp.....c 5
Lum, 253 Railroad avenue.....c 5	Winans Ave., near Woodland Cemety..b 2

CONTENTS.



	PAGE.
PREFACE.....	5
KEY TO THE GUIDE CHART.....	7
INDEX TO BUSINESS HOUSES.....	4
MAPS—1667, 1846, 1872.....	
HISTORY.....	9
SITUATION AND EXTENT.....	24
STREETS AND BUILDINGS.....	26
PARKS AND SQUARES—Hanover, Lincoln, Lombardy, Military, Orange, School House, Washington.....	31
HOTELS.....	33
MARKETS.....	33
AMUSEMENTS.....	34
STREET RAILROADS.....	36
GOVERNMENT—Mayor, Common Council, Board of Health, Police, Fire Department.....	
TAXATION.....	42
RESERVOIRS AND AQUEDUCTS.....	43
EDUCATION—Newark Academy, Public Schools.....	45
NEWSPAPERS AND PERIODICALS—Sentinel of Freedom, Daily Advertiser, New Jersey Volksmann, Daily Journal, New Jersey Freie Zeitung, Evening Courier, Morning Register, Morning Journal and Peoples Paper, Manufacturers' Gazette, New Jersey Review, City Directory.....	
NEWARK LIBRARY.....	52
NEW JERSEY HISTORICAL SOCIETY.....	55
YOUNG MEN'S CHRISTIAN ASSOCIATION.....	56
CHURCHES.....	59
BENEVOLENT ASSOCIATIONS.....	60
CEMETERIES—City Cemetery, Fairmount, Holy Sepulchre, Jewish, Mount Pleasant, St. John's, St. Mary's, Woodland.....	62
DRIVES.....	68
NEWARK POST OFFICE—Local Post Office Regulations, General Post Office Laws.....	69
MONETARY INSTITUTIONS—Banks, Trust Companies, Savings In- stitutions, Private Bankers.....	71
INSURANCE COMPANIES.....	73
BOARD OF TRADE.....	74
REAL ESTATE.....	76
FACILITIES FOR TRAVEL.....	77
COMMERCE.....	79
MANUFACTURES—In 1810, 1826, 1872.....	81
NEWARK INDUSTRIAL EXHIBITION.....	101
GUIDE—To Public Offices, Buildings, Churches, &c.....	102
ABSTRACT OF CITY ORDINANCES.....	110
ESSEX COUNTY.....	118

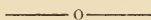
ADVERTISERS INDEX.



Atchison & Ogden.....xiii
 Bailey, C. M. & Co.....iii
 Balbach, Ed & Son.....xvii
 Baldwin, Jos. & Co.....xvii
 Barnet, Oscar.....xxvi
 Browe Bros.....xxvi
 Burnet & Leonard.....ii
 Campbell, C. G.....viii
 Cass, W. E.....xv
 Chapman, H. W.....iii
 Clements, Jos.....xxv
 Cole & Ballard.....xviii
 Demarast, N. J. & Co..xiii
 Denman, J. R.....xi
 Dixon, E. & W.....xxv
 Dodd, Marvin & Co.....ix
 Ely, Theo. M.....xvii
 Graft Geo.....xxiii
 Hedges & Bro.....ii
 Hemmer, Wm.....xii
 Hewes & Phillips.....xxiii
 Homeopathic Pharmacy.....ix
 Hopkins, F.....ix
 Howell, W. A. & Co.....v
 Humboldt Insurance Co.....xxvi
 Jelliff, John & Co.....iv
 Johnson, S. R.....xv
 Johnson, W.....xix
 Kimball, H. B.....ii
 Lauter, S. D.....vii
 Lelong & Bro.....vi
 Lister Brothers.....i
 Littell, Jno. S.....x

Macknet, Wilson & Co.....x
 Marshall, G. W.....back cover
 Mayo, Joseph, B.....xxviii
 Meeker & Hedden.....xxiii
 Merchants' Mutual Ins. Co.....xxii
 Mersereau, W. T. & J.....xvi
 Miller, S. B. & Co.....xxiv
 Mundy, J. S.....xxiv
 Mutual Benefit Ins. Co.....xxvii
 Newark Mutual Ins. Co.....xxi
 Parker, Geo. E.....ix
 Passmore & Meeker.....xviii
 Price, George.. . . .xxviii
 Reeve, Howard & Battin.....xvii
 Richardson & Hall.....xxviii
 Ripley, D. & Sons.....viii
 Roemer, W.....xvi
 Romer & Co.....xiv
 Skinner, Leary & Lindsley.....xxiv
 Smith, Charles B.Front cover
 Smith, Jos. M. & Bro.....vi
 Smith, L. A.....iii
 Smith, Richard.....xv
 Sommer, John & Co.....iii
 Spence, Gaven.....vii
 Tidey, M. B.....xx
 Tuers & Cooper.....xii
 Vanderhoof, Geo. H.....xxv
 Walker, Charles W.....Back cover
 Ward, E. P.....iv
 White, J. H.....xxi
 Whitney & Hall.....xii

P R E F A C E .



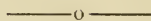
According to the census of 1870 Newark is adding weekly to its population *Seventy* permanent inhabitants. Actually, however, the number must be much greater than this. The period embraced in the last census was that of the war, when the number of hands engaged in manufactures was greatly reduced by the crippling of those industries engaged in the southern trade. The direct loss of soldiers in the field, added to this reduction must have had a sensible effect on the enumeration tables, and consequently also upon the ratio of increase. Though not deducible from the census, it is nevertheless very probable therefore, that the population of the city is now, and has been, for some time increasing at the rate of a hundred people weekly. When a city has attained to a population of over one hundred thousand inhabitants, with a permanent increase such as this, with large manufacturing and business interests, and all the various and varying activities which these engender, it becomes of importance that there should be a **HAND BOOK**, or **GUIDE**, or both for popular information and reference. At this period in its history, Newark has most certainly arrived, and the Publishers believe that the present compilation will be found neither unwelcome nor untimely. It contains almost everything of a local character likely to be of interest, or use; but is rather a contribution to the information of the newer resident, than an addition to the knowledge of the older inhabitant. In its compilation, correctness has been studied, rather than originality. The labors of Whitehead, Gordon and others, have supplied material for the historical sketch, and the general information has been procured from well informed sources, efficient reports and personal inquiry and inspection.

No sketch of Newark would be complete without a notice of its manufactures. The space which could be devoted to this feature was necessarily limited, but the exhibit to be found in these pages will be acknowledged to be the most full and definite ever before published. In this connection attention is called to the **BUSINESS CARDS** to be found in various parts of the volume. Without the assistance afforded by these, the **HAND BOOK** could not have been published, except at a price double that at which it is offered.

The thanks of the Publishers are gratefully tendered to the gentlemen who have taken an interest in, and aided their labors. Should a second edition be called for the Publishers will spare no pains to make the book still more worthy of public favor.

NEWARK, JULY, 1872.

ORIGINAL SETTLERS.



Inhabitants from Branford corresponding to home lots on the Map of 1667, (open face figures.)

1 Jasper Crane, 2 Abra. Peirson, 3 Samuel Swaine, 4 Lawrence Ward, 5 Thomas Blatchly, 6 Samuel Plum, 7 Josiah Ward, 8 Samuel Rose, 9 Thos. Peirson, 10 John Ward, 11 John Catling, 12 Richard Harrison, 13 Ebenezer Camfield, 14 John Ward, Senior, 15 Ed. Ball, 16 John Harrison, 17 John Crane, 18 Thos. Huntington, 19 Delivered Crane, 20 Aaron Blatchly, 21 Richard Laurance, 22 John Johnson, 23 Thomas L. Lyon.

Inhabitants from Milford corresponding to home lots on the Map of 1667, (dark face figures.)

1 Robert Treat, 2 Obadiah Bruen, 3 Matthew Camfield, 4 Samuel Kitchell, 5 Jeremiah Pecke, 6 Michael Tompkins, 7 Stephen Freeman, 8 Henry Lyon, 9 John Browne, 10 John Rogers, 11 Stephen Davis, 12 Edward Rigs, 13 Robert Kitchell, 14 J. Brooks, 15 Robert Lymens, 16 Francis Linle, 17 John Tichenor, 18 John Bauldwin, Sr., 19 John Bauldwin, Jr., 20 Jona. Tompkins, 21 Geo. Day, 22 Thomas Johnson, 23 John Curtis, 24 Ephraim Burwell, 25 Robert Denison, 26 Nathaniel Wheeler, 27 Zechariah Burwell, 28 William Camp, 29 Joseph Walters, 30 Robert Dalglish, 31 Hauns Albers, 32 Thom Morris, 33 Hugh Roberts, 34 Ephraim Pennington, 35 Martin Tichenor, 36 John Browne, Jr., 37 Jona. Seargeant, 38 Azariah Crane, 39 Samuel Lyon, 40 Joseph Riggs, 41 Stephen Bond.

CITY OF NEWARK :

ITS HISTORY.

Amid the emerald green and fragrant bloom of May, 1666, two hundred and six years ago, the tents of the early settlers of Newark were seen beyond the *Achter Kol*, or *Second Bay*, of the newly formed province of New Jersey. First, Robert Treat with a chosen company from New England, then Abram Pierson with the single minded members of his church set themselves down by the "green pastures and still waters" of the Passaic, a patriarchal band of sixty families. This was an early event in the history of American colonization. As springs and rills through deepening verdure meet, and gathering strength from every hill and valley in its course, forms at length the mighty and impetuous river, so the feeble colonies of Virginia, New England, Maryland, New York, New Jersey and Pennsylvania, have long ago united these distant streams and grown with such lusty strength that the story of American settlement and enterprise has already become vast as the tide of the Mississippi itself. Newark was a headwater of the stream. Before the coming of these pioneers, comparatively few white men had seen the Passaic, the Hackensack, or the mountains of Watchung. More than fifty years before, the *Half-Moon*, with Henry Hudson and his hardy crew dropped anchor in a neighboring bay, and in their explorations of a strange port, some of them crept through the *Kill-von-Kull*, and entered our own inland waters to look, in passing, on the home and hunting grounds of the native. The wide amphitheatre was untenanted, save by the beast and savage, but they found "very good riding for ships, and a narrow river to the westward, between the land; the land was pleasant with grass, and flowers, and goodly trees, as ever they had seen, and very sweet odors came from them." Later, the curious eyes of Dutch traders gazed across the Bergen heights, and in following up their schemes of barter with the red men, doubtless many of them crossed the rivers, and knew the country to the west as well as to the north. Later still, and within a year or two of the settlement by our forefathers, a few solitary wanderers from Elizabethport may have ventured up the bay, or passed northward by the heights, to take a wider view of the more than manorial patrimony of the Indian, but no white man had as yet, made his home upon our pleasant fields.

It is not necessary even to sketch contemporaneous history, but a glance at early discoveries and a few events which had just taken place in Europe, is necessary to comprehend the nature of the settlement and fix its period intelligently in the mind.

In the days of Columbus, Vespuccius and Cabot, European nations were accustomed to arrogate to themselves sovereignty over new and savage lands, by virtue of priority of discovery. On this ground the entire country, now forming the United States of America, was claimed by the English, although in the latitude of Newark first settled by the Dutch. There can be no doubt that in 1498, Sebastian Cabot sailing under the flag of England, first coasted our shores. Columbus had previously discovered San Salvador, and Americus Vespuccius, the region of Colombia; both may have explored islands and tracts of territory to the south, but the great *Continent* to the north, neither of them had ever seen. The *Prima Vista* of John Cabot and his son Sebastian, who, in 1497 sailed from Bristol under the auspices of Henry VII, was possibly the *first view* but it was only a view, and that too, very far to the north. The second voyage of Sebastian, during the following year, was the true discovery. He sailed along its shores from the 56th to probably the 25th degree of latitude; explored the coast, held intercourse with the natives, and took possession of the country on behalf the English crown. Cabot was followed by John Verrazzani in 1523, by Stephen Gomez in 1524, and finally by Henry Hudson in 1609. Hudson was an Englishman, but at this time sailed under the flag of the States General of Holland, and in the service of the Dutch East India Company. He made no claim to territory, but carried back to Holland such definite and detailed accounts of the country bordering on the river which received his name, as led first to the erection of trading posts by the merchants of Amsterdam, and gradually to a permanent settlement. To the territory thus appropriated, England had not relinquished her claims. Both to the north and south, she had already planted colonies, and the very portion now discovered by Hudson had been ceded by the crown. The Dutch obtained, and held possession only by sufferance, and after their trading posts took the shape of colonies, the officers of the English crown made repeated assertions of her title at New Amsterdam, without scruple the colonists of New England extended their bounds into New Holland and in 1664, her sovereignty was forcibly established. When the protectorate of Cromwell had come to an end, and her hereditary line of Kings returned to the throne, Charles II granted a charter to his brother, James Duke of York and Albany, to all the lands between Connecticut river and the Delaware bay, and immediately thereafter, a fleet was dispatched by his Royal Highness, to take possession. The seizure of New Netherlands by this expedition brought on a war with Holland, but by the peace of Breda, in 1667, the title of England was formally acknowledged.

Out of this grant by Charles, that portion of territory which now forms our own State, was immediately constituted a separate province. In June 1664, the Duke of York executed deeds of lease and release to Lord John Berkely, Baron of Stratton, and Sir George Carteret, of Saltrum, in the county of Devon, for the tract which was thereafter to be called New Caesarea, or New Jersey. Happily, at first, the authority which this deed conveyed was used by the Lords Proprietors with much wisdom. They issued a

Constitution entitled, "Concessions and agreements by the Lords Proprietors of New Jersey, to and with, all and every the adventurers, and all such as shall settle or plant there." It provided for the appointment of a Governor, to be assisted by a Council of advice and consent, and an Assembly of twelve men, to be elected annually by the Freemen of the province, without whose consent no taxes could be imposed. It offered, also, grants of land on the most favorable terms, and guaranteed liberty of conscience to all. The first governor was Philip Carteret, a brother of one of the proprietors. He landed at the point now called Elizabethport, in August of 1664, and named that place after Lady Elizabeth Carteret, his brother's wife. As yet, there was no settlement at Newark, but its fertile slopes did not long remain unoccupied. New England had long been colonized, and there the "grants and concessions" were immediately published. They were offered to the consideration of the people at a most opportune moment. It happened that much dissatisfaction existed among those of the New Haven colony in consequence of their enforced annexation to that of Connecticut, and their attention was easily and at once directed to New Jersey. The first movement was from Milford; a delegation, consisting of Captain Robert Treat, John Curtis, Jasper Crane and John Treat, was sent from that place to enquire whether the new land and promised advantages were such as they seemed, and if found so, to select lands for a settlement. On their arrival at Elizabeth this delegation first went south, with the intention of selecting a site which would have placed the new town near what is now Burlington; but not being satisfied they returned and prosecuted their search towards the north. In this direction it was not necessary to go far. Rounding the meadows by the uplands with beautiful rolling land on the one side, and a fair scene of meadow and bay upon the other, they came to a spot exactly suited to their wants; ample grounds, high and wooded, a soil rich and fertile, a navigable river leading by a wide and sheltered bay to the ocean, only a few miles away. What more could they desire? They had a neighborhood already formed. Elizabeth was beside them. Bergen Hill across the bay was partially settled, and New Amsterdam, already busy and thriving, lay beyond. To this point then, it was determined to bring the friends from Milford, and a large tract was selected "beyond the marshes, to the north of Elizabethtown," which was to be secured to them after a free occupation of five years, by the Governor, for a quit rent of a half-penny per acre.

In May of the year 1666, the first Newarkers found their way to the spot. They numbered about thirty families, under the leadership of Captain Treat. As they left the ocean, and beating through the *Kulls*, glided into the nameless waters of the bay, and saw the gladsome valley, and the far stretching uplands, green with the flush of early summer, we can imagine the feelings with which they looked upon their future home, the stout-hearted hopefulness of the men, the timid trustfulness of the women, and the admiring wonder of the little ones. The old proverb, "a bad beginning has a good ending," received a fresh verification in the settlement of Newark. At their first landing, the settlers were destined to meet

with a serious disappointment. As afterwards related, they had scarcely begun to put their goods upon the bank, when they were ordered off by the native Indians. These were not an unreasonable people; but the grounds were theirs, they said, and had not been purchased. The settlers had no alternative but "to put their goods on board the vessel again, and acquaint the Governor with the matter." The Governor had furnished Captain Treat on his first visit with a letter to the natives, in order that an understanding might be had with them, as well as with himself, but from some mistake or oversight it had never been presented. It was not difficult of course to satisfy a people so straightforward and honest, that the Indian claim had a show of justice; but it appears Treat expected that Carteret would have provided for its settlement, and the disappointment nearly resulted in the enterprise being abandoned. A conference, however, on the Hackensack, with the original owners, Samuel Edsall of Bergen, being interpreter, resulted in an agreement satisfactory to all. With the consent of the Governor, a fair bargain was concluded, and provision made for a bill of sale of the Indian title directly from themselves. After this arrangement the strangers were allowed quiet and peaceable possession. It was probably well the disappointment happened, the settlers secured by it a double title to their lands, and were armed against all future efforts to infringe upon, or deprive them of their rights.

The deed from the Indians was not regularly executed till the following year. It bears date, July 11th, 1667, and conveys a tract corresponding very nearly with the present county of Essex. It was made to Mr. Obadiah Bruen, Mr. Samuel Kitchell, Michael Tomkins, John Brown and Robert Dennison, as agents for the inhabitants, "for and in consideration of fifty double-hands of powder, one hundred bars of lead, twenty axes, twenty coats, ten guns, twenty pistols, ten kettles, ten swords, four blankets, four barrels of beer, two pair of breeches, fifty knives, twenty hoes, eight hundred and fifty fathoms of wampum, two ankers of liquor, or something equivalent, and three troopers' coats." Westward, the land by this deed terminated at the foot of Watchung mountains, but by a second deed obtained ten years later the limits were extended to the top of the Orange hills, the equivalent for the addition being "two guns, three coats and thirteen kans of rum."

Simultaneously with, or accompanying the first settlers, came a delegation from Guilford and Brandford, also in New England, to see the ground, and provide if mutually agreed upon, for a common occupancy. The first entry of the "Records of Newark," as published by the Historical Society of New Jersey, bears date, 21st May, 1666, and contains the minutes of a meeting, "together with the agents sent from Guilford and Brandford, to ask on behalf of the undertakers and selves, with reference to a township, or allotments, together with the friends from Milford." It was agreed at this meeting that they should unite their fortunes, "according to fundamentals mutually agreed upon." During the following year, and in accordance with this agreement, an addition equal in numbers to the first, was added to the colony. These last

settlers before leaving their homes in New England, held a meeting and subscribed two "fundamental agreements," expressive of their views as to the government of the new town. Being devoted Puritans, and imbued with all the strict notions of that people, they desired that the administration of affairs should be under the laws of God, and by members of the church, and accordingly the "fundamentals" took the shape of two resolutions, providing that the purity of religion as professed by the Congregational churches should be maintained; that none should be admitted free burgesses of the town, or be chosen to the magistracy, or have a vote in the establishing laws, or be eligible to any chief military trust, except those who were members of some or other of the Congregational churches; such ordinary civil rights as were left being extended to all other settlers. When these resolutions were received on the Passaic they were unanimously subscribed to, at a public meeting held, June 24th, 1667. The number of signatures appended in all were sixty-three; forty of them being those of the Milford company.

The settlers from Brandford may be said to have emigrated rather as a church, than as individuals. They were under the leadership of the Rev. Abram Pierson, who had been their pastor for many years; more properly speaking perhaps, they transported him hither as a part of their church organization. He was an old man, very much beloved, and in his honor the new town received its name. For the little time that intervened between the arrival of the two parties of settlers, it is probable the place was called Milford, or known simply as "our Town on the Pesayak." The name permanently adopted was that of a town in England where Mr. Pierson had preached previous to emigrating to America. It appears to have been at first *Nework* or *Neworke*, instead of Newark, as afterwards written; the derivation being *novum opus*, and not *nova arca*, as has been supposed.

These fathers of our city, especially the leaders, were people of the most sterling character. They had much of the spirit of Bunyan's Pilgrim, and were anxious to separate themselves from the world, as a "city of destruction, possessed with a very ill conditioned and idle sort of people." They hedged themselves in with the commands and examples of the Old Testament, rather than with the precepts of the New; but they lived in times when strong convictions in earnest minds almost necessarily resulted in more or less of intolerance. If their restrictions on settlement were such as would be considered too exclusive in our day, and could not long be carried out, even in theirs, it must be remembered that their motives were pure, and their objects noble; and if we, their descendants, have among us anything of purity and truth, or respect for law and justice, it is probable that to their influence and example, we owe their existence.

As we have seen, the settlement of a town was the primary object of the movement, and the necessary steps for this purpose were immediately taken. Being an agricultural people, they had bought a large territory with the view of providing themselves with farm lands as well as town lots. The former were subse-

quently allotted, but the apportionment to the several settlers of the latter was first proceeded with. For this purpose they selected the plateau, which is now the central portion of our city, and laid out the few streets necessary, precisely as they still exist, the intersection of Broad and Market, being then as now, the centre. They agreed that six acres should be allotted to each, and that their respective locations should be fixed by lot. One exception only was made to this arrangement, in favor of Captain Robert Treat, who was to have eight acres to his lot, and be allowed to choose for himself the ground it should occupy. Their minister, the Rev. Mr. Pierson had his lot also, and was allowed eighty pounds for the building of his house. He lived and died among his people, and his son succeeded him in the ministry. His salary was £80 a year, and he was exempt from taxes. Robert Treat's lot was on the south-east corner of Broad and Market streets, and extended to below the First Presbyterian church. Mr. Pierson was next to him, on the south. Other names and locations for the first few years after 1666, are shown on our map of the period.

We can imagine that for some years, the building of houses, the fencing of lots, and cultivation of the ground took up all the time and taxed all the energies of the settlers. Their organization as a town, had also to be upheld. From the first, matters pertaining to the general good were discussed, and settled in town meetings, and the duty of the inhabitants, in particular cases appointed them. A general fence towards the meadows had to be erected; the streets had to be made and kept in order; the woods and meadows had to be burned; the killing of wolves had to be encouraged and rewarded, and many other things done in the interest of a people thrifty and provident.

Being of such strong religious views, the erection of a church was an early necessity; then followed in time the selection of a schoolmaster, the building of a corn-mill and a saw-mill, the appointment of a ferryman and a town drummer; a suitable person was also wanted for the keeping of an ordinary, for the entertainment of strangers; new planters had to be admitted to the rights of freeman; courts had to be erected and town officers chosen.

The first church was built about the year 1669. It was a very primitive structure, 26 feet wide by 36 feet long, and stood on the site of the old burying ground, at Broad and Market streets; though homely, and long in being finished, this building was the commencement of a golden thread which runs through the whole history of Newark. It was a link in the life of a congregation still among us, which for unwavering energy and vitality, has scarcely been paralleled in the history of any other religious body. On its transfer to the banks of the Passaic, its organization was Congregational, and so continued till 1719, when it was joined to the Presbyterian body, and has ever since been known as *The First Presbyterian Church of Newark*. It has had a long line of celebrated names among its ministers, and has been the mother and nurse of many of the other Presbyterian congregations of the city. In 1708 a second church was erected. It stood a little further south, near William street. The present building which stands on the other side of

Broad street was begun in 1787, and opened for public worship on the first of January, 1791; on its completion the old second church was converted into a court house, for which purpose it was used till 1807.

The first attempt to form a school was made in the year 1676. It is surmised that the first schoolmaster was the first pauper also, though this is by no means certain. He was to do his "faithful, honest and true endeavor to teach the children and servants of such as have subscribed."

The building of a corn-mill followed immediately on that of the church. It stood on the north side of First river, or Mill brook; Belleville avenue after leaving Broad street now passes near the spot. It was finished by Captain Robert Treat and Sergeant Richard Harrison, who agreed to build the mill, keep it in repair and furnish a miller for certain emoluments, agreed upon. The millers lot was on the south side of the brook.

The first saw-mill appears to have been commenced in 1695. In town meeting, November 19th, it was agreed "that Thomas Davis hath liberty to set up a saw-mill, with liberty to have use of timber in any common land, provided he shall let any of the inhabitants have boards as cheap as others, and before strangers."

The first poor person it was found necessary to provide for, was Richard Hore. In 1683-4, "John Gardner doth agree with the town, to take Richard Hore into his house (he coming well clothed with a good leathern suit), for two shillings and sixpence a week in money, or pay equivalent." From this period the poor increased with the increase of the town, and it soon became necessary to choose an overseer. The assessment of a town rate for their support commenced in 1719. From 1765 to 1794, with an exception of two or three years, the poor were farmed out. The first year they were bid off to Daniel Condit, as the lowest bidder for £159 *proc'n money*,

No community can long exist without some legal tribunal by which disputes may be decided. For a number of years there were no courts in the territory of New Jersey, and the people of Newark became a law unto themselves. In June 1667, it was agreed by all the planters and inhabitants, that they should be ruled and governed by such magistrates as they should annually choose among themselves. The authority of these selectmen, as they were called, was always cheerfully submitted to. From 1669 to 1672, two courts were held annually, the verdict being by a jury of six men. From 1672 to 1675, four courts were annually held. In that year the whole province was placed under county, and other courts, and the rule of the selectmen terminated.

In the early days of the town, as is the case in all primitive settlements, barter was mostly resorted to in the payment of accounts. The money of both Holland and England was in use, but little of it found its way to a settlement so remote. The Lords proprietors' halfpenny was paid in kind, and the Indian wampum was the medium of exchange in the their intercourse with the aborigines. For a great many years their domestic life was probably very quiet and peaceful. Doubtless there was many a grassy knoll for friendly

resort in that old town in the olden time; many a happy home with its pleasant acres around it; no jealous rivalry, or ambitious schemes, or feverish excitements consumed their lives, but easy and honest labor filled up the day, and satisfied all their wants. The restless spirit of *Young America*, however, by and-by was broad. "Whereas there is much prophanation of the Lord's day, in the time of worship by the playing of boys and girls, therefore, Daniel Tichenor and Thomas Lyon are chosen to look after and correct them." Items of this nature came to be frequent in the town records, and notwithstanding the care with which this little community was guarded, the thief and robber began to climb up some other way than by the door of the sheepfold. The records of February 25th, 1680, bear this suggestive item. "To prevent sundry inconveniences which may grow to the town of Newark by the indiscriminate receiving and entertaining of strangers among us, it is voted that henceforward, no planter belonging to us, or within our bounds or limits, receive or entertain any man or woman, of what age or quality soever, coming or resorting to us, to settle upon their lands; nor shall any person that hath been, or shall be received as a planter among us, by right of inheritance, or otherwise, sell, give, or any way, alienate or pass over, lease or let, any house or house lot, or any part or parcel of any of them, or any land of any kind or quality, soever, to any such person; nor shall any planter or inheritor permit any such person or persons so coming, to stay or abide, above one month, without license from those the town shall appoint for that purpose, under the penalty of five pounds for every such defect, besides all damages that may grow by such entertainment."

Of course the people of Newark were obliged to hold frequent intercourse with the outside world. We must now turn our attention in that direction, and follow briefly their connection with public affairs. The quit rents were regularly provided for, and delegates to the General Assembly annually chosen, whether sessions of that body were held or not. Unfortunately, General Assemblies in the early years of the province, were not a success. The first was held at Elizabethtown, in May, 1668; the delegates from Newark being, Robert Treat and Samuel Swaine. The Governor attempted to control its action, adversely to the views and interests of the members and people whose representatives they were, and two sessions during that year, came to a speedy close. For some years the province was governed for the most part without assemblies and without law. Troublous times followed, but Newark was less involved than the other settlements. She cheerfully paid her quit rents, and had her own courts. As an integral part of the province, however, she maintained the rights of the settlers under the concessions, and by repeated petitions to the Lords Proprietors endeavored to obtained redress. In 1672, matters resulted in an insurrection, the expulsion of the Governor and the substitution of his nephew, James Carteret. At this juncture, Mr. Crane and Lieut. Swaine were chosen to consult with the other representatives, as to the safety of the county, but the situation suddenly changed. Charles of England, in conjunction with Louis XIV, of

France, again declared war against Holland, and the Dutch used the occasion to sieze upon their ancient territory in America. New York surrendered on July 30th, 1674, and the subjugation of New Jersey followed. Very soon a transfer of alliance to the republic of Holland was demanded of the people of Newark, and it appears that seventy-three took the oath, eleven being absent. They not only submitted to the mild and liberal laws immediately prepared by the Dutch, but had repeated transactions with the Generals at New Orange, as New York was for the time called, in regard to the affairs of the town. They obtained a confirmation of their "bought and paid for lands," and negotiations about the neck appear to have resulted in such loss as to occasion four years later their sending two letters to Holland, "one to Anthony Colve and the other to the Court of Admiralty, to seek for reparation for our expense about the neck." By the treaty of Westminster, concluded February 9th, 1674, *Achter Kol*, or New Jersey, was restored to England, and Philip Carteret returned as Governor. Meanwhile in March, 1673, Lord Berkeley had sold his title to John Fenwick and Edward Byllinge. This led in 1676, to a division of the province into East and West New Jersey. The eastern portion was retained by Sir George Carteret, over which his brother continued to exercise authority till his death, in 1682.

The final relinquishment of the New Netherlands by the United Provinces had scarcely been concluded, when Newark was thrown into confusion by the atrocities of Phillip's war in New England. Having many friends and relatives in that quarter, they were not only anxious on their account, but fearful lest themselves should be involved. Active military precautions were taken, but the occasion passed.

In 1679, Sir George Carteret died. By his will, Lady Elizabeth was left executrix, and the province devised to trustees, to be sold for the benefit of his creditors. At this period when Sir Edmund Andros, Governor of New York, usurped authority over New Jersey on behalf of the Duke, the people of Newark stood true to their allegiance. On the the 29th of March, "the town being met together gave their positive answer to the Governor of New York (*viz*), that they have taken the oath of allegiance to the King and fidelity to the present government, and until they have sufficient order from His Majesty, we will stand by the same." The trustees under Sir George's will, sold the province in 1681-2, to William Penn and eleven others, for 3,400 pounds. These soon after sold out one-half their respective rights, and the government passed into the hands of the *twenty-four proprietors*. At that period Newark had become one of the most compact towns in the province, with a population of about 500; having 10,000 acres of town lands, and 40,000 acres of outland plantations. In all the emergencies through which her people were called to pass, they not only acted with great firmness and prudence, but were ready to defend as well as maintain their rights. The *town records* are full of entries, showing that the training place was in frequent requisition. In May, 1671, every soldier was to appear armed at beat of drum, and squadrons carried arms to meeting. In September, 1673, it was

ordered "in consideration of the present dangers," that every man in the town, under 60 and over 16, should meet together with their arms. In 1675, the church itself was fitted up for defence, all the men of the town above sixteen years of age, working in their turn, two "flankers" were placed at the corners, and the wall between the lathe and outside filled up with thin stones as high as the "grits." In 1679, also we find a watch ordered to be kept in the night, and that one fourth part of the town should by turns carry their arms to meeting.

Under the twenty-four proprietors, the difficulties arising from adverse interests and conflicting titles were not abated, but during that period, the province was divided into four counties, Bergen, Essex, Middlesex and Monmouth, when county and other courts were established. Charles died in February, 1685, and the Duke of York ascended the throne as James II. Under augmenting difficulties the proprietors were induced to surrender the province into his hands in 1688. For a time Andros was Governor; but in 1689 the Revolution having broken out, which resulted in the abdication of James, and accession to the throne of William and Mary, the proprietors resumed the government. They continued to administer affairs during the life of William, but factions continuing to distract the province, it was finally resigned into the hands of Queen Anne, in March, 1701-2.

West Jersey having been also surrendered to the Crown, Queen Anne immediately proceeded to unite the two provinces into one, and commissioned Lord Cornbury, as Captain General, and Governor in Chief in New Jersey. A new Constitution, much less liberal than the "*Concessions*," was at the same time promulgated. Among its other provisions, the favor of the Governor was invoked in behalf of the Episcopal church; he was to take care that "the blessed sacrament be administered according to the rites of the church of England," and in October, 1705, the people of Newark found it necessary to petition my Lord Cornbury. "that we may have leave to get and settle a man in the work of the ministry of the gospel, according to our own persuasion." In 1713, on the application of John Treat and others, Queen Anne granted a charter of incorporation, by which the township of Newark was constituted a body politic and corporate in law. This charter defined the boundaries of the town; regulated the powers of the trustees, and conferred other rights and privileges. It remained in force till 1798. From that period to the Revolution, the town continued steadily to progress. Religious denominations, other than the old church, were established. Services according to the forms of the Episcopal church were held about the year 1729. The organization of Trinity church was completed about 1733, and other religious bodies came to be demanded by the growing liberality of the town. The first Baptist church was established in 1801. The first Methodist Episcopal in 1806. The Second Presbyterian in 1808. The first Roman Catholic in 1824, and the first Dutch Reformed in 1834.

The settlement in the Old Church of the Rev. Aaron Burr, in 1736, and the visit of the celebrated preacher Whitefield, were both the occasion of historical occurrences; a remarkable revival

of religion having taken place under the latter, while the College of New Jersey took its rise, and was for a time located in Newark, under the former. The first charter for a College was granted by Governor Hamilton, in 1746, and in the following year it was organized in Elizabethtown, with the Rev. Jonathan Dickinson as president. His death occurring in the same year, the enterprise came to an end, except that a few of the pupils were removed to Newark, and placed under the care of Mr. Burr. A new charter for a similar college was granted in September, 1748, by Governor Belcher, and the institution so well known, as Princeton College, was organized in Newark, with Mr. Burr as president. Its youth was fostered by that most eminent man; he wrote for its use, the Latin Grammar known as the *Newark Grammar*, and when the proper buildings had been completed at Princeton, he continued in the presidency and accompanied it to that place. The college remained in Newark eight years. On February 6th, 1756, the celebrated Aaron Burr was born in the town, just before his father removed to Princeton.

Previous to 1675, there was no direct land route from Newark to New York. Communication, however, had been constant between the two places. The Communipau ferry was established in 1661, five years before Newark itself began to be settled, and the inhabitants found it easy to reach that point. "Upon a report that many are sick of the pox at New York, it is thought fit to prohibit persons from frequent going thither, *upon every small occasion, as formerly.*" This item appears on February 12th, 1678-9. The time had now come when a direct line of communication was required. In 1765, an Act of Assembly was passed authorizing the construction of a road and ferries over the Passaic and Hackensack, to connect with a road previously in existence from Bergen Point to Paulus Hook. This was the only direct road to New York by land for many years. The present plank road follows very nearly the route then constructed.

During the Revolutionary war, Newark was a heavy sufferer; the passage of troops through her streets were frequent, lying as she did on the main road to the celebrated battle fields further south. In November, 1776, the most gloomy period of the war, Washington with his army of three thousand men, remained here for about a week. The disastrous battle of Long Island had just been fought, and New York evacuated, and as winter was at hand, he seems to have expected that his worn and exhausted troops could remain for a time at least, undisturbed. On the 28th, however, he was apprised that Cornwallis had crossed the three intervening rivers, and was on the west bank of the Passaic. Washington left Newark on the same day it was entered by the English general, marched to Trenton, crossed the Delaware, and by a series of brilliant achievements changed the whole aspect of the war. Cornwallis in his further pursuit of the American forces, left a strong guard in Newark. His force was billeted on the inhabitants, as Washington's men had also been the week before. The town was frequently the scene of foraging and plundering parties. The most damaging of these attempts took place in February, 1680,

when it was in imminent danger of being destroyed. On the evening of the 6th, the enemy taking advantage of the frozen rivers, crossed from New York and would have laid the place in ashes, but for an alarm in the direction of Elizabeth. They burned the academy in which the New Jersey College had been accustomed to meet, and in their retreat carried with them a prominent citizen, Joseph Hedden, Esq. (By the courtesy of a grandson of Mr. Hedden's, we are enabled to give a correct account of this occurrence. The memorandum furnished us by that gentleman, says: "On the night of February 6th, 1780, the people of Newark were alarmed by the burning of the academy, situated on what is now called Washington Park; and the same night the English led on by a number of tories from New York, seized one of the most influential citizens, Joseph Hedden, Esq., took him from his bed, allowing him to wear only his night clothes, walked him in that condition to New York, by the way of the old ferry road and Paulus Hook, and so across the North river on the ice. They imprisoned him in the sugar house, and kept him confined *till the following May*, when his limbs having mortified and death being inevitable, they sent word to his brothers, David and Simon, to come for him. He died in Newark on the 16th of June, in the 36th year of his age, and was buried in the old burying ground. The writer of this can vouch for its correctness, as he had it from David and Simon. Previous to this incursion, Joseph Hedden, had issued a proclamation ordering all those who had fled to New York and joined the English, to remove their families, or to return and protect them, as they were constantly visiting them at night and thereby gaining a great deal of information. On their not complying, many of the families were sent to New York.") Newark had then only about a thousand inhabitants, and the whole war fell heavily upon the people, but like the country itself it took a fresh start at its close, increasing rapidly in importance, population and wealth.

New Jersey was the third State to accept the Constitution of the United States. The country being settled and the State assured of a permanent and equal standing among its neighbors, the people of Newark set themselves to retrieve the disasters of the war, and to build up those industries in which they have since become so famous. A decade began to add to its population a larger number of inhabitants than a century had done before, and a small, though industrious, and prosperous town began to rise to the dignity of a great city, the mechanical skill of whose people should be known the world over.

The building of a road to New York and the establishment of ferries in 1765 had contributed very materially to the prosperity of the town. In 1792 a movement for the erection of bridges was commenced. Commissioners for the purpose were appointed, and the first bridges over the Passaic and Hackensack were completed in 1795.

In 1798 an Act of the Legislature was passed incorporating the inhabitants of townships throughout the State. In virtue of that act, the people of the township of Newark received a new charter, which took the place of the patent granted by Queen Anne, in 1713.

The attitude of the town during the war between France and England which followed the Revolution in the former country, may be gathered from an entry in the town records. An injurious policy and repeated insults on the part of France, very nearly drew this country into serious complications with that power, notwithstanding all the efforts of Washington and the elder Adams. By that time the people of Newark as we have seen, had settled down into a peaceful course of industry and were opposed to all measures likely to lead to war. Accordingly, on April 9th, 1798, the people agreed to petition both Houses of Congress, "To take some effectual measures to restrain the arming of merchant ships, and that they will not involve the country in an immense increase of debt by instituting or augmenting a national maritime force, but avoid both as the best means to prevent being led into war."

The good old town entered on the present century in prosperity and peace. It was not very populous even yet, but having entered on a career of consolidation and improvement, it continued the good work with praiseworthy zeal. In virtue of a patent granted by the Lords Proprietors of East New Jersey, December 10th, 1696, the public lands and streets had been vested in John Curtis, John Treat, Theophilus Pierson and Robert Young; but in 1804 by act of the Legislature this trust estate was declared to be invested in the inhabitants of the Township. The property consisted of the Old Burying Ground, Washington Park, Military Park, the Watering Place (sold in 1810), and the Public Streets, as then laid out.

Some excitement was caused by the war of 1812. In Essex county a draft of every seventh man was made. A volunteer company of riflemen was also formed, of which Theodore Frelinghuysen took command, and when New York was supposed to be in danger nearly a thousand men from Newark gave active aid in throwing up intrenchments on Brooklyn heights. In 1815 under the provisions of an Act to authorize the inhabitants of the township of Newark to build or purchase a poor house, the farm of Aaron Johnson was purchased, and in 1818 five acres of land adjoining were bought of Mrs. Sarah Brunt. This property is known as the Poor-House Farm. When the new alms-house was erected in 1845 the farm house and about twenty acres on the west side of the Elizabeth road were sold. In 1823 by Act, certain further property was vested in the township of which there still remains Orange Park, Lombardy Park, portions of Lincoln Park, and parts of Washington, Market and Mulberry street.

On the Fourth of July, 1826, fifty years after the United States declared their Independence, the people of Newark held a jubilee in commemoration of that event. On the 11th of the same month they again assembled at the flag-staff to mourn the death of John Adams and Thomas Jefferson, both of which had occurred during the few days that intervened. The proceedings in both cases were very interesting, and were preserved in a now rare pamphlet, published at the time by M. Lyons & Co. On the fourth, the erection of a monument, to perpetuate the commemoration with its incidents was contemplated; the design was made and the foundation stone with an appropriate inscription actually laid on the occasion,

but the monument was never finished. At that time there were still in town, one hundred and sixty-one inhabitants who were alive during the war of Independence, fifty-six of whom had been engaged in the Revolutionary service. The Fourth was ushered in with the usual roar of cannon, followed by a concert of horns, and at sunrise the bells rang a merry peal. The procession to lay the foundation stone of the monument was composed of the military, all the trades in the town and "the heroes of '76, under the command of Obadiah Meeker, a very respectable veteran of about 87 years of age." (To the kindness of a descendant of this veteran we are indebted for the pamphlet containing this account.) A census of the town was also taken at this time, by Isaac Nichols, assessor. The population was 8,017; of these 7,237 were within, and 780 outside the township. There were 491 colored people. Slavery had not yet entirely ceased in New Jersey. By an Act passed in February, 1804, all children of slave parents born after the fourth of July of that year, were declared free; but all those who had the misfortune to be born previous to that date, were still in bondage, and accordingly we find *sixteen* male and *fifteen* female slaves for life. The town plot contained eight hundred and forty-four houses; two hundred and seven mechanics' shops; five public landings; three lumber yards, and four quarries. There were eight churches, three of them Presbyterian, one Episcopalian, one Baptist, one Methodist, one Roman Catholic, and one African. There were also nine clergymen, ten physicians, eighty-one farmers, fourteen lawyers, sixteen school-teachers, thirty-four merchants and five druggists. One schooner and eight sloops traded from the city; the schooner was in the North river trade; seven of the sloops sailed to New York, and one to the south. Statistics of trades and manufacturers then existing, find a more appropriate place in our article on manufacturers. This period is within the remembrance of many now living, but what a vast difference in every feature does our city now present.

It would be impossible in the limited space of a HAND BOOK to particularize a title of the events which have occurred, or the improvements which have been made during the past half century. The opening of the Morris Canal in 1837, the New Jersey Railroad in 1834, the Morris and Essex in 1835, and the numerous other lines that have been built; the introduction of Gas, Steam Fire Engines, Telegraph Lines and Street Railroads; the introduction and increase of Public Schools, Banks, Insurance Companies and Savings Institutions; the extension of Docks and Wharves; a comprehensive system of Sewerage, and a systematic plan for the opening and grading of streets, avenues and roads. have revolutionized the entire aspect of the city. Its growth in every department during the same period has been something wonderful. The immense variety of its manufacturers are noticed in their appropriate place; but there has arisen also an amazing increase of its population. From 1830 to '40, we added to our numbers only 6,207; but from 1840 to '50, the increase rose to 21,692, from 1850 to '60, to 33,047, and during the last decade to 35,768, that is about 70 *persons* added to our permanent population every week.

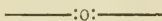
In 1836 the *City* was incorporated by the name of the "Mayor and Common Council of the City of Newark." In April of that year the city government was duly organized; William Halsey being the first Mayor. By the act of incorporation the city was divided into four wards (as the township had also been since 1833), known as the north, south, east and west wards; each ward was empowered to elect four Aldermen as members of Common Council. In 1848 a fifth ward was added to city, and the Aldermen divided into two classes, two to be elected annually in each ward for a period of two years. In 1851 the sixth and seventh wards were created, the Aldermen being divided into two classes, and thereafter only one to be elected annually, an arrangement which still remains. In 1853 the eighth ward was created; in 1854 the ninth, and 1856 the tenth and eleventh. In 1857 to amend some defects in the practical working of the city government, a new charter, as drawn up by a joint committee of the citizens and members of common council, was granted by the legislature, by virtue of which the present city government exists.

On the 17th of May, 1866, there was held a Bi-Centennial celebration of the settlement of Newark. The movement originated with the New Jersey Historical Society, by whose invitation the city authorities co-operated. Arrangements were made for a procession and parade, but the weather proving stormy and unpropitious, the out-door proceedings were marred to some extent. The arrangements of the Historical Society, however, as provided for by previous resolutions, resulted in a series of most interesting proceedings, of a directly commemorative character. At two o'clock, P. M., the members of the Society with invited guests, proceeded from their rooms to the First Presbyterian church, where a large congregation had already assembled. The chair was taken by John Rutherford, Esq., and the platform was decorated in a manner worthy of the occasion. Besides many of the clergy of the city, there were Hon. Marcus L. Ward, Governor of the State and Staff, Thos. B. Peddie, Esq., Mayor of the city, the Hon. George Bancroft, and representatives from kindred Historical and Antiquarian Societies from the State of New York, Pennsylvania, Connecticut, Massachusetts, &c., &c. The exercises were commenced by an appropriate prayer by the Rev. Dr. Stearns, followed by an ode written for the occasion by Dr. Abraham Coles, which was sung by the audience; a historical resume of the settlement of the city by W. A. Whitehead, Esq., a lyrical poem by Thomas Ward, M. D., and an oration by the Hon. William B. Kinney. In the evening the room of the Society, and the adjoining room of St. John's Lodge were thrown open and a large company closed the festive occasion with music and dancing.

The events of the late domestic war are still fresh in the recollection of all our people. The first call for troops, the clothing of the first regiment, the enthusiasm of the citizens, the liberality of the banks, the appointment of Brigadier General Theodore Runyan, and the arrival at Washington of three thousand Jersey men, fully equipped and armed, when as yet the Capital had seen no arrivals, but such as were without arms or equipments of any kind.

Throughout the war there were no troops more highly praised, or more deserving of praise than those who marched from Newark. The discipline of the men and the heroism in the field was only equalled by the undaunted bravery of its officers. They contributed very largely to that character for bravery which distinguished the New Jersey troops throughout the war. Then at home how general were the solicitude and sympathy which soothed the wounded on their return, and helped the sufferers of other States on their homeward way. From every one they met with encouragement and help. Noble instances were numerous. Marcus L. Ward abandoned a lucrative business and gave all his time and care to the soldier and his family. Hewes & Phillips furnished all their workmen who enlisted with blankets and revolver, allowed their wages during their entire term of service, and guaranteed them work on their return. The whole medical faculty gave their time and assistance gratuitously at the hospital; the women nursed the wounded, provided every delicacy and gave to all that loving and tender care that only woman can bestow. Nursing and care were sometimes in vain; the graves are green and the headstones numerous, beneath the tall monument sacred to their memory in Fairmont cemetery.

Of all her past history, and that which her people are weaving into its texture now, Newark has reason to be proud. There is no stain upon the record; the same honesty and integrity that marked the early Puritan settlers mark her people now; the same industry, the same love of law and order, the same desire for churches and schools, as a means of prosperity and happiness. When we see, as we do everywhere around us, superadded to these a greater amount of enterprise, and a wider and more catholic spirit, we may look for and expect a future that will equal our highest expectations, and more than eclipse the past.



ITS SITUATION AND EXTENT.

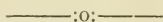
The beautiful and enterprising city whose history we have briefly sketched, is the capital of Essex county, New Jersey, and is situated on the west bank of the Passaic river, nine miles from New York, fifty-nine from Trenton, the capital of the State, seventy-eight from Philadelphia, and two hundred and sixteen miles from the City of Washington, in latitude $40^{\circ} 44'$ north, longitude $74^{\circ} 10'$ west. A finer site for a city cannot well be imagined. Eastward it runs down to wide and level meadows that stretch like prairies to the far distance, traversed by the glittering waters of the Passaic, the Hackensack and Newark Bay, and sheltered by Bergen heights beyond. Westward it rises into beautiful hills, from which views are had of a country rich in towns, villages and farms. A wide sweep of the Passaic coming down from

the north, forms a semicircle on the east, and like a huge **C** holds Harrison, or East Newark in its arms, while Newark itself clusters around the outer rim and stretches away in plain and hill for miles on every hand. The approaches to the city are unusually attractive, whether from the north, along the banks of the river, by way of the Newark and Paterson railroad, or from the west through the Orange valley, by the Morris and Essex, or from the south, along the verge of the meadows by the New Jersey road, or from the east by the Newark and New York and other lines. From the last direction, a delightful view of the city and its surroundings is obtained. Emerging from the deep cuts, or tunnel through Bergen Hill, the wide panorama breaks at once upon the view. On all sides an extensive plain rises into swelling uplands, bounded like an amphitheatre, by a low line of hazy hills. Snake hill rises abruptly from the plain, the two rivers wind like silver threads through the green vale, the snowy sail of many vessels gleam athwart the glittering waters of the bay, wreaths of smoke and steam mark the various lines of rail that traverse the valley, and long lines of wagons with slower movement, mark the roads. Approaching from the bay also, the traveler is delighted with the noble prospect. The level plain formed by the meadows gives to the eye an uninterrupted view of the long sweep of sloping hills that stretch towards Elizabeth, and an excellent idea of the general characteristics of the whole district. From the steamers' deck he can watch at leisure the ever changing scenes, and carry with him one of those glimpses which he can recall with pleasure in the years to come. The nature of the ground on which the city stands, is the sandy soil peculiar to New Jersey and the hills on which the western portion is built, is composed of brown freestone, called *Belleville freestone*, well adapted for building and other purposes. Parts of these hills are known as the "Quarries," from which the stone for most of our fine private and business houses is obtained. From the low grounds formed by the meadows, intermittent fevers sometimes arise, but as a rule the city is healthy and the rate of mortality low. In consequence of judicious improvement and drainage, the climate is every year becoming more moderate and salubrious. The formation of the ground, also, together with broad streets and ample house lots, usually 25 by 100 feet, gives scope for the free circulation of wholesome air, and the best of water is supplied by aqueducts and wells. From all these causes it may be pronounced as healthy and agreeable as any city in the United States. The circumference of the city is about sixteen miles; the length from north to south, five and a half, and the breadth from east to west, five miles. The whole area contains nearly thirteen thousand acres. The original foundation of the town, and as defined by Queen Anne's charter in 1713, were much more extensive than this. The township extended to third river, beyond Belleville on the north, and to the top of the Orange mountain on the west, about co-equal in short with the present county. Within the last eighty years this territory has been gradually reduced by the erection from time to time of other townships, and parts of townships. Springfield in 1793, Caldwell in 1798, Orange in 1806 and Bloomfield, including Belleville in 1812. Now

again the tide has turned, the city has begun to expand and is destined to re-absorb all its old territory, and possibly very much more. The suburbs know no stop, till Orange is reached upon the west—they stretch within a mile of Elizabeth on the south. Clinton nears Irvington on the south-west, Woodside enters Belleville on the north, and East Newark is but an eruption of our people across the river. All these some time or other, are destined to be invaded and absorbed. Nor is this all; at this moment a movement is on foot looking to the incorporation of a city, to include the whole county of Hudson and Essex, together with the cities of Elizabeth and Paterson, and several townships besides. We are not of those who look upon this as a “consummation devoutly to be wished,” at once; but unquestionably the time will come when something like it will take place, and then Newark being the largest, the wealthiest and most central, must give its name to the consolidated town. In population, Newark ranks as the thirteenth city in the United States. The increase during the present century is as follows:

1810	4,838	1850....	.....	38,894
1820.....	6,507	1860... ..	.....	71,941
1830.. ..	10,953	1870.....	.....	105,541
1840.....	17,260			

The foreign element numbers 35,884. From Great Britain the census of 1870 shows, 17,455; born as follows: in England, 4,041; Ireland, 12,481; Scotland, 870; Wales, 64. The German population born abroad, numbers, 15,873, distributed as follows: Baden, 3,111; Bavaria, 2,473; Brunswick, 9; Hamburg, 69; Hanover, 363; Hesse, 1,891; Lubeck, 2; Mecklenberg, 81; Nassau, 75; Oldenburg, 15; Prussia, 2,788; Saxony, 1,010; Weimar, 27; Wurtemberg, 2,402; not specified, 1,557.



ITS STREETS AND BUILDINGS.

The streets of Newark are laid out with much regularity. A few, perhaps, excepted, in the central part of the city, and a few that take their shape from the nature of the ground they traverse. In the olden time, the square block for street architecture was not in order; the course of a river or brook the best line for a road, or the natural foundation of the ground being taken into consideration, rather than regular squares approximating to each other in size, and running exactly at right angles. In Newark, the river and the ancient reservations gave direction and character to some of the streets which they still retain. There are a few, also, inconveniently narrow, looking as if they had been planned at a period when cleanliness and fresh air were not classified as luxuries; but in

our day streets are laid out, graded and finished on a comprehensive and systematic plan, and in consequence are gradually assuming great beauty and regularity. One delightful feature they all possess, they are adorned with magnificent elms and other shade trees, sturdy denizens of the forest, with strong limbs and a wealth of leafy branches, over and through which the houses and churches tower and peep in the most charming way imaginable. In street architecture, the city is rapidly improving. For a long period in its history, Newark was not a handsome town, architecturally considered. If we look for the dwellings and business houses of the past, we find them low and small; the unambitious homes and shops of a thrifty people, side by side with these the growing prosperity of later years is observable in larger and more substantial, but still plain buildings. The architecture of our day is very different. Every where now the eye is attracted and charmed by elegant and costly structures. Stately homes and magnificent merchant palaces tell us more plainly than words can speak, that the period of wealth and taste has come to us at last.

Our citizens are familiar with the aspect of their home, but a brief description of two or three of our central streets may be of use to the stranger. Arriving by the Newark and New York railroad, we leave the very handsome and commodious depot of that line and find ourselves in Broad street. This is the recognized centre of the trade and commerce of the city, and a glance only is needed to enable us to pronounce it one of the most elegant business streets in the United States. It is one hundred and thirty-two feet wide and traverses the city from north to south, throughout nearly its entire length. It has many handsome cut stone and marble buildings, elegant and busy stores, and is full of bustle and activity. It skirts three Parks in its progress, Washington and Military Parks near its centre, and Lincoln Park near its southern end. It is adorned besides with those noble old trees we have already spoken of, and the long vista presented in both directions, is striking and beautiful.

To the left, southward, Broad street has been, and still is, largely devoted to private dwellings, but the inexorable and ever growing demands of trade are gradually encroaching on these. On the corner of William street, opposite and a little below the depot, is the City Hall, containing the Mayor's office and other Municipal offices, and Board rooms. The headquarters of the Police Department, in a substantial brick building in William street, in the rear. About a square further south is the Third Presbyterian Church, built in 1824, and repaired in 1870. Opposite is the handsome iron building of Mr. George Peters. On the south-west corner of Broad and Hill, is the site of the *old south ward hotel*, whose demolition a few months ago gave rise to some interesting reminiscences, published in the *Daily Advertiser*. At Walnut street we find Grace Church, ivy clad, and with innumerable birds twittering among the leaves. At Marshall street, St. Paul's Methodist Episcopal, and at the corner of Clinton avenue, the South Park Presbyterian. From this point, with Lincoln Park on the right, Broad street stretches southward half a mile or more till it is intersected

by the New Jersey railroad, and enters upon the meadows. Clinton avenue turns to the right and skirting the northern side of the Park, runs westward. It is also a broad and spacious street, with elegant private residences. Facing the Park the tasteful building of the Clinton avenue Reformed Church, was recently erected at a cost of \$150,000. A few squares further, at the foot of the hill above, is the depot of the Broad street line of Street Cars, at which point several streets branch off, Clinton avenue running up the hill to Clinton, and Elizabeth avenue stretching southward towards Elizabeth. On the latter avenue a short distance below, is the Alms House and farm. The whole of this southern portion of the city, including the streets leading right and left from Broad and Clinton avenue, is to be noted for comfortable and elegant dwellings, and for the varied and classic beauty of the churches. A promenade in this direction is a pleasant one at all times.

To the north of the depot, Broad street is the finest business part of the city. The majority of the buildings towards Military Park erected of late years, have no superiors for architectural beauty anywhere. They are mostly of iron and brown stone, massive, imposing, and of elegant designs. On our right hand, in its quiet lot, detached from all other buildings, is the First Presbyterian Church, with its fine old trees in front, and its venerable graveyard in the rear, and opposite, is the entrance to the still older burying ground of the first settlers. Immediately adjoining, on the corner of Mechanic street, is the exquisitely chaste and beautiful structure of the State Bank, and on the other corner the handsome block of the Newark Savings Institution. On the north-east corner of Market, a new building is in process of erection for the First National Bank. It is designed to be four stories in height, with a Mansard roof, and crowned with towers on the three principal corners. The eye is next attracted by the Merchants Mutual Insurance Building, followed by the Mechanics' National Bank, the fine iron front of the Merchants and Manufacturers, and on either corner of Clinton street, the Newark City National Bank, and the superb block of the Mutual Benefit Life Insurance Company. These again are succeeded by the American Mutual Fire, the Centre Market Building, and others, ending to the right among the quiet and elegant residences that line the eastern side of Military Park. On the left many of the buildings are equally fine. On the corner of Bank street is the beautiful building of the National Newark Banking Company; on the upper floors of which are the rooms of the Board of Trade, and the Historical Society of New Jersey, both elegantly lodged, as they deserve to be. Following in succession, are the buildings of the Firemens' Mutual Insurance Company, the Essex County National Bank, the Dime Savings Institution, the Newark Mutual Insurance Company; and, with its spacious front, on the north side of Academy street, the solid and imposing block built by the general government, for a Post Office and Custom House. In Academy street itself, immediately adjoining, is the very beautiful house of worship of the First Baptist Church, and a square further west on the corner of Halsey and Academy streets, the office of the Chief Engineer of the Newark Fire Department;

in the rear of that building is the Bell Tower, nine stories in height, open on all sides and having an iron stairway winding to the top. To this point all the wires of the fire alarm telegraph converge, and the deep tones of the bell ring out when the ever watchful lines whisper the warning of a coming fire. Immediately after passing the post office, Broad street crosses the Morris Canal, which at this point runs under the street. It is visible only on the left hand, the right being bridged over and covered by the long and narrow, but well kept Centre Market. We have now on our right, the green sward and stately trees of Military Park. Passing the elegant iron front of Corey & Stewart's building, we find the Mechanics' National Bank on the corner of Cedar street, the excellent Reading and lecture rooms of the Young Men's Christian Association on West Park street, and within the Park enclosure, a little further on, Trinity Church. Here with Nesbit on the west and Fulton on the east, Broad street trends more directly northward with still excellent business houses for many squares. Washington Park lies on the left, the North Reformed Church on the right and several squares further on, we cross the track of the Morris and Essex Railroad, with its depot close by. Here on Broad, and the adjoining streets, some excellent business blocks have of late years been erected. The Continental Hotel, Klotz's and Rhodes' buildings, and others. To the north of State street is the House of Prayer, and within a few squares the stone bridge which crosses Mill brook, the *first river* of the olden time. This was the boundary line of the town lots to the first settlement northward; on the left were the old mill and the miller's lot. At this point Belleville avenue turns to the left, and Broad street continues about eight squares further when it is terminated by Mt. Pleasant Cemetery. Belleville avenue is a broad and pleasant thoroughfare, and being entirely unobstructed, the tide of travel takes that direction. A few squares forward it crosses Fourth avenue, which leads to the depot of the Newark and Paterson line of Railroad, and some distance further passes the gate of Mt. Pleasant Cemetery, and continues through Woodside to Belleville.

Another view of the city demands attention. Leaving the cars of the New Jersey Railroad and Transportation Company at Market street depot, the stranger is in the centre of the second business street of the city. To the left, Market street leads to Broad, with its hotels, banks, and stores. To the right, it traverses the ridge of elevated ground between the river and the meadows, called the neck. Of course eastward leading out of, rather than into the city, it is not of much interest; it is the centre nevertheless of many of our largest manufacturing establishments, and is the line of an enormous traffic by express and other business wagons to New York. Market street as a great business centre, is increasing rapidly. The fine four-story iron block opposite the station, recently built by Mr. A. C. Wheaton, at a cost of over \$100,000, is a specimen of what it is destined to become. Westward it is not only a busy wholesale and retail street, but a great proportion of its large and excellent buildings are also devoted to manufactures. Almost the first place that attracts attention in passing, is the depot of the Newark and

Orange Horse Railway Company. From this point, fabulous numbers of street cars traverse the city, and run beyond its limits to Irvington, Orange, Bloomfield and Belleville. From early morning till midnight, almost every minute has its arrival and departure. Passing Alling, Ward and Lawrence streets we come to Mulberry, one of the original streets of the town. It is also becoming a business centre, and has many manufactories. Above it on the right, is the very handsome building of the Central Methodist Episcopal Church, built in 1850, and just beyond, the First Reformed Dutch Church, erected in 1834, and re-modeled in 1857. On the other side succeeding each other, are the Compton building, the Canfield building, and the beautiful marble front of Passmore and Meekers'. Crossing Broad street, we have the Library Building and Hall on the right, and the Opera House at the corner of Church street on the left. The other corner of Church street is graced by the elegant iron front building of ex-Mayor T. B. Peddie, having his mammoth trunk manufactory in the rear. Passing Plane and Washington streets, a great leather and morocco manufacturing centre, market street terminates just beyond the Court House. From the rear and side of the Court House, other streets radiate and surmount the hill; of these, Springfield avenue running south-west, has a very large traffic to Irvington, Springfield, Milford, and other towns in that direction.

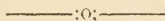
The streets noted for beautiful private residences are numerous. Those alongside, or leading from our Parks are observable for their quiet elegance. Numberless other avenues and streets, and almost the entire suburbs attract the eye of the stranger, as much by the taste displayed in the buildings as by the beauty and neatness of the lots; the very exteriors convey a sense of comfort and refinement. The great beauty of most, as we have just indicated, lies in the garden plots and lawns by which they are surrounded. They are carefully planted, kept with infinite neatness, and are, in summer filled with the perfume of flowers and the hum of bees. The southern part of High street extending from the Court House to Clinton avenue, may be instanced as indicative of the improvement going on in the city. It has just been admirably finished with a roadway of Telford pavement. The houses on either side are handsome detached villas, and the glimpses eastward through the shade trees and shrubbery are exquisite.

No one can traverse the streets of Newark without being struck with the recurrence of factories, and buildings devoted to manufactures; these are so numerous and present such marked features that this sketch would be incomplete without a notice of the fact. You meet with such buildings everywhere. Sometimes it is a long, low structure, with a huge chimney, then an immense square pile, with some hundreds of windows; then it is a square or three sides of a square, the centre full of *debris*; the buildings all around, three, four, and five stories in height, having long outside stairways, like inclined planes, leading upward from story to story to the top, each landing a manufactory or more, and the machinery for the whole driven by one enormous power; anon it is a court-way or narrow entrance to the rear of stores or other buildings,

within you have the same thing repeated; it is lined and filled with active industry and the whirr of the saw and the clang of the hammer is heard on all sides. Then again there are whole streets presenting all these features combined. Scores of the establishments employ each many hundreds of hands, the comfort and wealth from all of them is of course enormous.

The title of the city to its public streets and highways is derived from various sources; by the original grant from the proprietors, by laying out and opening according to law, and by purchase under the provisions of the city charter, or by acts of the legislature. Besides these owners of lands have dedicated many streets, by selling lots fronting on them and having them duly surveyed and recorded, and others have been ceded by road and turnpike companies; these are generally such portions of county roads as lie within the limits of the city.

There are very many miles of streets opened, one hundred and thirteen miles being improved, eighty-four and a half graded, and twenty-nine paved. During the year 1871, nearly eight miles were graded, one and a third paved, and ten and a quarter curbed. Many more miles are under contract for the current year. By an act of the Senate General Assembly passed in 1867, Common Council were authorized to appoint five Commissioners to lay out streets, avenues, and public squares. The policy of the authorities is, to open as soon as practicable, all streets laid out by the Commissioners so as to acquire the lands and real estate necessary before improvements have enhanced their value.



PARKS AND SQUARES.

When the first inhabitants of Newark purchased the lands of the native Indians, and apportioned the town and other lots, they reserved certain tracts for public purposes. Most of these still exist, to adorn and beautify the city. Apart from such as were devoted to graveyards and for church purposes, the principal reservations were the training place, the market place, and the watering place. The watering place which lay at the head of Market street was sold in 1810, but the training place remains as Military Park, the market place as Washington Park, and other small reservations enclosed and improved, are scattered throughout the city. These Parks have by no means come down to us sheltered and shaded as they are now. A space designed as a training place, would naturally be cleared by the first settlers, and the watering places to some extent also. It is certain there were few or no trees on Military Park at the revolution. The magnificent appearance presented by the elms of our day are the growth of something less than a century. Lincoln Park is a creation of late years. It

is the design of Common Council to have fountains placed in three of the principal Parks, which, when completed, will add much to their beauty.

HANOVER PARK is a small but very neat triangular reservation, at the intersection of Pennsylvania and Sherman avenues.

LINCOLN PARK, formerly called *South Park*, lies on the west side of Broad street, south of Clinton avenue. It is triangular in form and contains five acres of ground. With the exception of a small portion previously belonging to the city, it was purchased and laid out by Common Council in 1850, at an expense of over \$30,000. Lincoln Park occupies one of the most beautiful situations in the city. It has not as yet the sylvan avenues or cool shade of the older grounds, but it is well kept and neatly enclosed. The borders of its green sward has an abundance of comfortable seats, and it is crossed by well flagged walks. Its beauty as a Park is much heightened by the elegant residences on Broad street and Clinton avenue, by other well shaded avenues and streets diverging on all sides, and by the several fine churches in its vicinity.

LOMBARDY PARK is a small reservation of two-third acres, between Broad street and the river, bounded by Front, South, Bridge, and Lombardy streets.

MILITARY PARK, the largest and finest in the city, lies on the east side of Broad street, very near its centre, and in its busiest part. In form it is an irregular triangle, contains 6.15 acres, and is handsomely enclosed by an iron railing. Just south of the Park, and opposite the Post Office, the eastern line of Broad street trends obliquely to the right, forming a triangle of the street itself, with Centre Market on the right and the Morris Canal passing underneath. This is the hay market, an eyesore, soon to be removed. The oblique line of the street on the right, with the enclosure of the Park on the left, extending the entire length of the grounds, forms a retired and elegant street, called Park Place. The southern angle of the Park is squared sufficiently to admit of two entrance gateways, supported by four neat iron pillars, and having the "flag-staff" within. The salient features as presented from this point, are four avenues of magnificent elms diverging and stretching to the north, the whole fully visible at a glance. Two of these avenues are formed by the streets on either hand, and two are within the Park itself. The long vistas, with the giant limbs and branches of the trees, arched and interlacing over head forms a most agreeable picture. It would be difficult indeed to find anywhere in such a densely populated centre a more bright or cheerful spot. In the middle of the Park an opening is reserved for the evolutions of the military and firing of salutes; the other portions are tastefully planted, the walks flagged, seats conveniently placed and lamps provided to light the grounds at night. We must not forget the English sparrows, of which there are now a large number. They are bright little fellows, very tame and much at home amid the roar of the street. They are sheltered by neat homes among the branches and in the clefts of the trees. Near the northern extremity of the Park, facing Broad street, Trinity Church stands just within the enclosure of the ground. You do not feel

its presence to be an intrusion by any means, but rather the contrary, and the clock in its tall spire is a most convenient adjunct. Beyond the church, Rector streets cuts off a small triangular section from the extreme northern point which, with its surroundings and a fine old tree in the centre, form a most agreeable termination to the Park.

ORANGE PARK is another triangular reservation, giving a pleasant breathing place to Orange and High street, and Orange Place.

SCHOOL HOUSE PARK is a small enclosure between Clinton avenue, Washington and Spruce, and looks like a part of Lincoln Park. It is however much older, and takes its name from the south school house, which stood here at the beginning of the century. It has a neat fountain in the centre, and is very delightfully shaded.

WASHINGTON PARK lies on the west side of Broad street, a short distance north of Military Park, which it rivals both in antiquity and beauty. It is triangular also, as all the old reservations were. Its shade trees, walks and seats are uniform with Military and Lincoln Park. It has a flag-staff erected at its northern point and the surrounding streets have the same quiet elegance which mark the others we have noted.

The people of almost every city regret, when its population has become dense and its lands valuable, that they did not earlier secure ample grounds for public recreation. The Parks of Newark above noticed are all very pleasing, and some of them full of historic recollections, but they are too few and too small for our growing population. There is now, however, a movement for one or more large Parks, which we trust will soon result in something worthy the rapid growth of the city.

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HOTELS.

The city directory gives a list of about twenty Hotels, of all grades, but in none of them can we boast either of great size or of architectural beauty. There are, however, some of them well kept and commodious. Amongst these, the Continental, the Park House, and the Newark Hotel may be mentioned. The Continental is on Broad street, close to the depot of the Morris and Essex railroad, the Newark beside that of the New Jersey line, on Market street, and the Park Hotel, recently refurnished and enlarged, is located in Park Place, close to the Centre Market and at the southern end of Military Park.

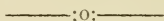
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MARKETS.

Of these, Centre Market is the largest and most important. It is built on the east side of Broad street, over the course of the Morris Canal, and at the southern end of Military Park. It is a

long narrow building extending from the easterly side of Broad to the westerly side of Mulberry with a clock tower over the Broad street entrance, and a large and convenient place for vegetables and wagons, towards Commerce street. It is stored with all the good things usually found under the roof of a market in such an excellent agricultural State as that of New Jersey. In beef and other meats, fowl, game, fruit, and vegetables, in the products of the dairy, and the spoils of the river and the sea, it cannot easily be surpassed. The building being erected on the canal, the city entered into articles of agreement with the Morris Canal and Banking Company in October, 1852, which in consideration of the privilege of building, provided that the city should "maintain, sustain, and keep in good order and repair, all and every of the bridges that have been erected by the said Morris Canal and Banking Company, over the canal within the bounds or territorial limits of the city." Those portions of the Market lying outside, called Centre Market place, were purchased by the Mayor and Common Council, partly in 1836 and partly in 1852, at a cost of over \$50,000.

THE NEW MARKET on the north-west corner of Plane and Orange streets, was built by Mr. Fuller and opened in October, 1870. It is a very neat and well kept market. The basement is rented for stores and storage, and the market is always filled with "all the delicacies of the season." Besides these, the city in every part is well supplied with meat and produce stores.



AMUSEMENTS.

In the matter of amusements, the people of Newark have all the advantages of the citizens of New York. The theatres, concert halls, and lecture rooms of that city being reached by our people every quarter of an hour or so in a pleasant run of thirty minutes by rail. Conveniences for return are also ample, three lines of railroad leave New York for Newark up to midnight, stopping on their arrival in seven different parts of the city so that the facilities for reaching home comfortably, are quite equal to those enjoyed by the people of New York itself, through the medium of the horse cars on their own streets. In addition to these, Newark has its own sources of amusement. First of these is:

THE NEWARK OPERA HOUSE, which is situated on the south east corner of Market and Church streets. It is a substantial brick building, two stories in height, the front grained and painted in imitation of marble. The entrance and box office is on Market street, with a neat store on the one side and the hose house of the Neptune Hose Company upon the other. The Theatre proper is in the rear. It is comfortable, commodious and well arranged. It has a large stage 50 by 40 feet, entirely adequate for performances of all kinds, and is capable of seating twelve hundred persons.

The seats in the auditorium slope backward from the orchestra, with roomy and comfortable folding opera chairs in front and a handsome gallery above. For hearing and seeing, there is not a poor seat in the house. The decorations are in good taste, and the scenery, of much artistic merit, is so complete as to be superior to most theatres out of New York. There is no regular dramatic company, but the Opera House is never without a succession of star companies, and in this way the citizens generally enjoy better acting than under a permanent management. New pieces, and new faces, favorite actors, and operatic celebrities, give a ceaseless variety and zest to the entertainments. There are in Newark some very excellent Amateur Dramatic Associations, and many favorite vocalists and instrumental performers whose appearance on the boards of the Opera House are always welcome. Its doors are ever open also for entertainments in aid of charitable and other praise-worthy objects, and very frequently, through the courtesy and open hearted liberality of the proprietor, Mr. H. B. Kimball, its use on these occasions is gratuitous. The Opera House is in short, a favorite resort of the people of Newark, as it deserves to be.

LIRRARY HALL, is the large hall of the Newark Library Company, and is situated on the first floor of an addition to the Library Building in Market street, above Broad, and almost opposite the Opera House. Its internal appearance is quite elegant, and when lighted up there is that sense of comfort about it that a concert or lecture room ought always to have. It seats comfortably over 700 persons, and its acoustic properties are acknowledged to be of the most superior kind. It is occupied almost constantly during the season for lectures, concerts and exhibitions.

THE SKATING RINK, is a very large corrugated iron building on Washington street, at the corner of Marshall. It was originally built four years ago for ice skating, but having been floored over has been in use recently for roller skating. The building is 177 feet long by 122 broad, with an arched roof, and square tower and flag-staff on the front centre. Its immense floor is surrounded with a raised platform and upper gallery, both running entirely round the building. There are ante-rooms for ladies and gentlemen, also on the north side. During the season, with a gay crowd of visitors, and *three hundred and fifty* skaters at once upon the floor, the Rink presents an exhilarating sight. The Rink is to be used in the month of August next, for the First Annual Exhibition of Newark Industries, of which a notice is made in its appropriate place.

APOLLO HALL, 838 Broad street,

DRAMATIC HALL, 273 and 275 Broad street,

ORATON HALL, 496 Broad street,

TURN HALLE, 301 Plane street,

are all much used for dancing parties and balls, and sometimes also for exhibitions, lectures and other entertainments. Readings, concerts, and lectures are frequent also, under the auspices of the Clayonian Society, the Young Men's Christian Association and in the churches.

STREET RAILROADS.

The Horse Car routes of Newark are quite numerous, and well conducted. Perhaps to no single cause is the suburban growth of a city more indebted than to its Street Railways; in whatever direction they penetrate it is sure to extend. Of course it becomes important to foster and encourage such convenient agents of progression. As a general thing, the directors of the various companies so regulate the supply of cars in their own interests as to accommodate all the travelling public. Most money can be made by watching carefully, and supplying promptly the demands of travel at all hours. The routes are prudently arranged for the accommodation of the more populous districts in their travel to the centre of the city.

The first movement looking to the erection of Horse Railroads in the city, was the passage of an act by the legislature, incorporating the "Orange and Newark Horse Car Railroad Company," approved, March 15th, 1859. The corporators were, William Pier-son, Benjamin F. Barrett, James Tripp, James R. Gilmore, Lowell Mason, Jr., Ira M. Harrison, Nehemiah Perry, Martin R. Dennis, and John C. Denman, with a capital stock of \$100,000, and power to increase. In the following year the rights of the city were amply guaranteed by a "supplement to an act to revise and amend the charter of the city of Newark." It was provided that no railroad should be constructed within the city limits, without the permission of the Common Council, and, that that consent should not be given even by the Council, "until a majority of the owners of the lands in front of any such railroad, and along which the same may be intended to run, or be constructed, shall first consent in writing, to the laying and construction thereof." By this supplementary act, also, the railroads were made subject to police regulations. By ordinance of Common Council, approved, August 18th, 1859, the construction and running of Horse Railroads, was definitely regulated. After laying their tracks in accordance with the provisions of their charter and the requirements of the city authorities, it is provided that they shall employ none but careful and prudent assistants, for whose acts they are held responsible; that the speed of the cars shall not be more than six miles an hour in built up portions of the city; that they shall warn all pedestrians and drivers of vehicles of their approach, so as to give all reasonable opportunity for them to avoid collision, or accident; that bells be attached to all horses as a warning to foot passengers, and others crossing the streets; that they shall not charge more than a stipulated rate of fare, and that their trips shall be as frequent as the public convenience may demand. In all cases the railway cars have the right of way on their own tracks. In regard to other parties using the tracks, it is ordained that all persons driving vehicles on any passenger railway in the direction that the cars travel shall have the right of way. The drivers of other vehicles going in the opposite direction, are compelled to turn entirely off the track, under a penalty of five dollars.

THE BROAD STREET LINE has its depot at Clinton and Eliza-

both avenues, in the southern part of the city, and the cars are identified by their *red* body, and *red* signal lights; starting at 5:15 in the morning, they run northward to Woodside till mid-night, via. Clinton avenue, Broad street, and Belleville avenue, making about 140 trips a day. During the route they pass Lincoln Park, the City Hall, the Newark and New York depot, the principal Banks, Insurance Offices, Churches and Stores, Centre Market, Military Park, Washington Park, Morris and Essex Railroad depot, near the Paterson depot, and past the Mt. Pleasant Cemetery.

THE MARKET STREET LINE runs from the Market street depot in the centre of the city, throughout almost the entire breadth, eastward to the foot of Market street, and westward to Roseville. Its cars are *red*, with *red* signal lights. They make about 60 trips, at intervals of fifteen minutes, from 5:42, A.M., to 10:42 P.M., by way of Market street, Springfield avenue, South Orange avenue, Boston, Bank, and Warren streets, to Roseville. The depot being situated about midway on the route; the early cars as they leave, run alternately east and west, returning at night to the stables in the same way. On the route eastward, they pass the New Jersey Railroad, the Gas Works, and the Ferry street and East Ferry street depots of the Newark and New York Railroad; westward, the Library Building, the Opera House, the Court House and the German Hospital.

NEWARK AND ELIZABETH LINE is intended to connect these two cities, by the way of Elizabeth avenue, Waverly, and Lyon's Farms, but as yet is confined to the Mulberry street line in Newark, and the line to Lyon's Farms from Elizabeth. Its depot here is on Miller street, near Pennsylvania avenue, in almost the extreme southern part of the city. Cars *yellow*, signal lights *blue*. The route is via. Miller street, Pennsylvania avenue, Thomas, Mulberry, and Front streets. It passes close to the Chestnut street depot of the New Jersey Railroad, Centre Market, Centre street depot, the Peoples' Gas Works, stopping near the East Newark bridge, at Bridge street. Hours from 6 A.M., to 9:30 P.M.

THE CLINTON LINE has two classes of cars passing over the same route. The smaller cars drawn by one horse only, run from Market street depot to Chadwick avenue; and the two horse cars pass on to Irvington, the cars and signal lights are both *yellow*, and the route is via. Market and Broad streets, and Clinton avenue, passing Elizabeth avenue, Johnson avenue, and two mile run, to Chadwick avenue in the one case, and continuing on past Clinton Place, and Union avenue in the other. The Chadwick avenue cars make as many as 81 trips a day, leaving every ten or twelve minutes, from 6:38 A.M. to 10:15 P.M. Those running to Irvington make 21 trips, the first at 7:03 A.M., and the last at 10:15 P.M.

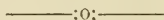
THE IRVINGTON LINE runs also from Market street to Irvington, at intervals of from 30 to 40 minutes, by way of Market street and Springfield avenue, passing the Court House and Woodland Cemetery. The cars are *orange* and the signal lights *yellow*. The first car leaves at 5:06 A.M., and the last at 10 P.M.

THE ORANGE LINE runs from Market street depot to its western termination in High street, Orange. The cars are *green*, and the

signal lights *white*. About 60 trips a day are made, at intervals of about fifteen minutes, the first car leaving at 5:15 A.M., and the last at midnight. The route is via Market, Broad and Orange streets, passing through Roseville and East Orange.

THE BELLEVILLE LINE from Market street to Belleville, has *blue* cars and *green* signal lights and runs at intervals of from fifteen to thirty minutes, from 6 A.M., to 11:11 P.M. The route is via Market, Broad and Belleville avenue, past the Cemetery and through Woodside to Belleville. They make over 40 trips.

THE BLOOMFIELD LINE also runs from Market street depot, making about thirty trips, from 7 A.M. to 11 P.M. The cars are *white*, and signal lights *yellow*. The route is by Market, Broad, State and High streets, Eighth, Summer and Mt. Prospect avenues, to Bloomfield. These cars are warmed with stoves in the winter. An extension of this line runs southward, on Broad street to the new South Broad street depot of the New Jersey railroad, and northward, along the main route, as far as Hillside avenue. The cars between these two points are new, painted in *cream*, with *yellow* signal lights, and run at intervals of eight to ten minutes.



GOVERNMENT.

Newark was a town with freemen, burgesses, and a regular magistracy from its first settlement in 1666. In 1713, on application of John Treat and other freeholders, it was legally constituted a township by charter of incorporation granted by Queen Anne. In 1798, being no longer under foreign jurisdiction, it was re-incorporated under the laws of the State of New Jersey. In 1833, it was by Act, divided into four Wards or Districts, named North, South, East and West Wards. In 1836, it became a City.

In 1836, then the *City* of Newark was first incorporated as the "Mayor and Common Council of the City of Newark," and in the month of April of that year, the government was duly organized, with William Halsey, Mayor, and Oliver S. Halsted, Recorder. The four wards of 1833, were retained as the wards of the city, and continued to be known and designated in the same way. Each ward was empowered to elect four Aldermen, as members of Common Council, and the annual charter election was appointed to be held on the second Monday of April, in each year. As the city increased in size, new wards were added, and the number of representatives in Council reduced till in 1872, we have fifteen wards, with two Aldermen from each. The first charter of the city continued in force for only about twenty years. Omissions and defects became apparent, and conflicting provisions having crept into supplemental acts, it became necessary to have it amended. In 1857, therefore, a new charter was granted by the legislature. It was drawn up by Daniel Dodd, Edward P. Hand, and Milton Baldwin, Commissioners appointed by Common Council for the purpose, and was carefully considered and amended by a joint com-

mittee of the Council and the citizens, before being submitted to the legislature. By virtue of the provisions of this new charter, the present city government exists.

The administration of municipal affairs is conducted with a due regard alike to efficiency and economy, and probably there are not many better governed cities in America than our own. Few heartier messages are issued by the executive of any municipality than those of Mayor Ricord, and a body to whom its presiding officer could truthfully address the language of Alderman Baker, when dismissing the Common Council of last year, deserves to have its praise recorded. "So universal has been the decorum and order of this body," he said, "that I can recall no instance where it has become necessary to call a member to order. * * * * *

In taking leave of you, I desire to express my sense of obligation to the chairmen of the various important committees now about to retire into private life, so faithfully, conscientiously, and prudently, have they managed the business committed to their care, that the results constitute a model worthy of imitation."

In accordance with the revised charter, the government of the city is lodged in the Mayor and Common Council, with independent Boards of Education and Excise. Various other officers and boards having control of the departments, make the comfort and welfare of the citizens their care. The Mayor is the chief executive officer, and is elected for a period of two years, at every alternate charter election. His powers and duties are extensive; he is invested with the functions of a Police Justice; has the power of the veto; signs the bonds of the city, and issues warrants in certain cases; is head of the Police Department; issues licenses, and grant permits, and has many other powers direct, and *ex-officio*. His duties as defined by charter are, "to communicate to Common Council at their first meeting in January of each year, and at other times, when he shall deem it expedient, a general statement of the situation and condition of the city in relation to its government, finance, and improvements, with such recommendations as he may think proper; to be vigilant and active in causing the laws and ordinances of the city to be executed and enforced; and to exercise a constant supervision over the conduct and acts of all subordinate officers; and to examine into all complaints preferred against them for violation or neglect of duty, and generally to perform all such duties as may be required of him by law."

THE COMMON COUNCIL is composed of thirty Alderman, two from each of the fifteen wards of the city. Like the Mayor, they are chosen at the annual charter election, for a period of two years. They are divided into two classes, one being elected annually, so that there is constantly in Council, a new member, and an old one from each ward. The members meet regularly on the first Friday in each month, or oftener if necessary. They elect a president, clerk, assistant clerk, and messenger, and appoint most of the officers necessary to conduct the various departments. The general duties with which the members are charged, are indicated by the titles of twenty-five standing committees, annually appointed by them for the more efficient supervision to public affairs. These

are—Finance, Streets and Highways, Assessments, Elections, Sewerage and Drainage, Lamps and Gas, Fire Department, Public Schools, Officers and Salaries, Licenses, Supply of Water, Ordinances, Cross Walks, Salt Meadows, Shows and Exhibitions, Public Markets, Public Grounds, Public Buildings, Bridges, Printing, Horse Railroads, Public Health, Wharves and Commercial affairs, Poor and Alms, and Police.

In addition to these committees, the active business of the government is carried out by proper officers and boards appointed for the purpose. The city treasurer is charged with the custody of all moneys belonging to the city. The city clerk has control of the common seal, and city records and documents. There is a city counselor, a city attorney, an auditor of accounts, a sealer of weights and measures, a street commissioner, a receiver of taxes, an overseer of the poor, and others. Besides these, there are important boards and departments, such as the police department, the fire department, the board of health, the board of assessment, and revision of taxes, and the commission to lay out out streets, avenues and squares.

Of these, the *Board of Health* is one of the most important. It was established under the new charter in 1858, and consists of the mayor, the committee on Public Health of common council and the health physician. The duties of the board are generally, to abate nuisances; to detain and examine infected persons; to exclude infected vessels from the waters of the city; to supervise the health physicians appointed by common council to the various health districts, and generally to abate and remove every thing injurious to the public health.

THE POLICE DEPARTMENT is a most important one, and is happily kept in a most efficient condition, if we except the fact that its members are entirely too few for the now very large territory over which they have the oversight. The department consists of the Committee on Police of common council, and five commissioners, of whom the mayor *ex-officio* is one. The mayor is head of the department, and the chief of police, chief executive, a police justice sits daily in the police court room, No. 6 City Hall, from four to five P.M., and from eight A.M., to noon, and again from two to five, and from eight to nine P.M. The Police Station is on William Street, in the rear of the City Hall. The whole number of men employed on the force is one hundred and forty-nine. William B. Glasby, a most admirable officer, is chief, and is ably assisted by Captain M. F. Dwyer, lieutenants M. J. Kirwan and George Partenfelder, eight sergeants and four detectives. Of the patrolmen, eleven are detailed for special duty, one at the mayor's office, one at each of the depots on Market street, Broad street, Chestnut, Centre and Ferry streets, and the depot of the Morris and Essex railroad, one at Roseville in the day time, one at the City Hall at night, and one on license. The whole expense of the department in 1872, was nearly \$130,000. Every care is taken to have an efficient force. Qualifications for admission are regulated by ordinance. No person is allowed to be appointed, who is not a citizen of the United States, or who has not been a resident of the State of New Jersey for at least one year. He must be able to read

and write the English language; be of good character, in good health, never convicted of crime, at least five feet six inches in height and under forty-five years of age.

THE FIRE DEPARTMENT is one of great importance, and probably no better organized or efficiently managed fire department exists in the world than that of Newark. It is not only a fire department, but an organized corporation for benevolent purposes, culminating in an Association of Exempt Firemen, having important privileges. The citizens of Newark take great pride in this department, and many of our wealthier and best residents are to be found within its ranks. Every care is taken to secure its efficient management, and all its wants are promptly and cheerfully met. Three committees of the common council co-operate with, and have its interests under their charge; the committee on the Fire Department, that on Water Supply, and that on Public Buildings. At present the Department consists of one chief and four assistants, who form a board of engineers, one hundred and sixteen members of the steam engine companies, forty-three of the hook and ladder companies, and twenty of the hand hose company. There are seven steam engines, two hook and ladder trucks, one hand hose carriage, and thirty thousand feet of hose. With these, and the bold hearts of the chief and his men, there are few heavy losses from fire in Newark. The whole force is prompt, fearless and energetic, and no complaints are ever heard of riot or insubordination.

In addition to the above, which may be called the department proper, there is also a board of fire wardens, appointed by the common council, consisting of two members from each ward. Suitable persons only are appointed; each must be an actual resident of the ward for which the appointment is made, and further, must be nominated by the board of wardens and recommended by the board of engineers. The board of fire wardens are organized as a company of firemen, and at actual fires are under the order of the chief engineer and his assistants. At such times, their duty more immediately consists in procuring supplies of water, preventing injury to the hose, keeping all idle and suspected persons in order and at a proper distance, and, being invested with all the powers of special police, in protecting public and private property, especially such goods and chattels as are in danger of, or rescued from the fire. At all other times the duties of the fire wardens are comprehensive and important. They are required twice in each year, or oftener if necessary, to examine into the condition of all chimneys, flues, hearths, ovens, heaters, chemical apparatus, &c., and have everything defective or dangerous, removed or amended; livery and other stables, boats and vessels; places where gun-powder, salt-petre, hay, firewood, boards, shingles, shavings, and combustible materials of all sorts are kept, are subject to their inspection, and any violation of ordinances relating to fires and their prevention are to be punished by them.

An important feature of the fire department is the fire alarm telegraph, which was constructed by Gamewell & Co., of New York and accepted by the city on the 16th of February, 1870. It consists fifty miles of wire, sixty-two street boxes, eleven engine house gongs, five engineers' gongs, sixteen call bells, and three strikers

for church bells. The wires have been extended as far north as Woodside, and it is in contemplation to still further increase its usefulness by ten or fifteen additional boxes. The success of the telegraph has been most marked. During the past year it never failed to give the proper alarm, except in one case, on which occasion the cause of failure was easily discovered and remedied. The locations of stations and the holder of keys will be found in their appropriate place in our GUIDE to the city.

The water supply for the extinguishment of fires is a matter of care. For this purpose there are four hundred and eighty-two hydrants and fifty-six public cisterns. The proper supply is kept co-extensive with the requirements of the city, one hundred and ninety-two new hydrants having been put up during the year 1871.

In March, 1837, by Act of Legislature, the Newark Fire Department was constituted a body politic, with the usual powers. This act of incorporation expired on February 1st, 1857, but in that year by a supplementary act, its corporate powers were extended for a further period of twenty years. Its real and personal estate is limited to \$30,000, and the funds of the corporation are to be appropriated to the relief of such disabled firemen and their families, as may be interested in the same, or who may in the opinion of a majority of the trustees be worthy of assistance. The general affairs of the Association are conducted by a board of representatives consisting of one member from the board of engineers and two from each of the steam engine, hook and ladder, and hose companies, and two also from the exempt firemen. Besides the framing of by-laws, these representatives elect from the whole body of firemen, a president, vice-president, secretary, treasurer, and a board of trustees to manage the affairs and dispose of the funds of the corporation. The city is divided into nine visiting districts over which the trustees have supervision, and any applicants for benefit are required to call upon the trustees having charge of the district in which he resides.

THE EXEMPT FIREMEN'S ASSOCIATION was organized on December 17th, 1857. All firemen during their term of service are exempt from certain taxes. The new city charter extended these privileges as follows; "Exempt firemen who have received, or shall hereafter receive certificates, under the common seal, that they have served as firemen in the said city, for a period of seven years, shall be, and remain thereafter, exempt from tax not exceeding three dollars in each year, and from serving as jurors, or in the militia in time of peace." The Exempt Association, through the proper board of officers, representatives and trustees, carry out the objects of the Act.

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TAXATION.

Taxation in Newark is not burdensome. Last year the rate was 1.70 within the lamp districts, and 1.64 outside. The aggregate of course increases to some extent every year, but the value of property

increased with it. Last year our real-estate was estimated at over \$65,000,000, and personal property assessed at about \$21,750,000, a total valuation of \$87,000,000, and an increase over the previous year of nearly \$10,000,000. That this was a very reasonable valuation is clearly shown by the advance in real-estate, which in almost every case has been much greater than the relative increase in taxation. It is very plain, that the advantages of a good government, a free system of education, a well organized police force, an efficient fire department, extensive facilities for travel and traffic, must necessitate a heavy expenditure; but where economy marks the administration of affairs, when the value of private property is enhanced by the prompt opening of streets and avenues, and when more than all, taxes are in themselves moderate, the citizen cheerfully contributes his quota to the general fund.

Previous to 1866 taxes were levied by assessors of the various wards; but in that year a "Board of Assessment and Revision of Taxes in the City of Newark" was created. The board consists of five members; two are elected at the charter elections each year, to hold office for two years, and the fifth is appointed by common council, on nomination of the mayor. By the Act creating the board, it is empowered to appoint assistant assessors, not less than five in number, nor more than one in each ward. On the data and statistics procured by these, the board makes the proper valuations and assessments required by law, lists of which must be completed on or before the third Monday in June. By advertisement these lists are kept open for inspection and correction till the third Monday in July. After the adjournment of the annual meeting of the assessors of the county, the board determines such a per centage on the gross valuation of property within and without the lamp district as may be required for the estimated expenses of the year. The rate so made is the per centage for the year. The lists when perfected are given, one to the receiver of taxes, and another to the city treasurer. Common council has no power to raise or reduce any taxes so assessed. All taxes are to be paid to the receiver of taxes on or before the 20th of October; he is required to prepare and give to the assessor of each ward, notices or demand of payment, which must be delivered by them in turn to the citizens before the second Tuesday in September. On taxes paid during the month of August, and to the 15th of September, the receiver is authorized to deduct two per cent.; during the remainder of September, one, and until the 20th of October, one-half per cent.; after the 20th of October he is authorized to add one per cent., after the 20th of November, two per cent., and after the 20th of December, three per cent., until placed for collection in the hands of the collectors of arrears of taxes.

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RESERVOIRS AND AQUEDUCTS.

From the year 1800 to 1860, Newark was supplied with water by an Aqueduct Company, the supply being derived from springs and a small stream known as Branch brook. Since 1860, this

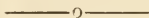
important matter has been under the supervision of the Newark Aqueduct Board, who have gradually erected most admirable works, affording a full supply to all parts of the city. The Board was created by Act of Legislature, in March, 1860. The common council was authorized to purchase the property of the Newark Aqueduct Company, which property should be held by, and authority vested in the Board. All the contracts and engagements made under the act are obligatory on, and considered as done by the mayor and council; and all real-estate in the city is liable for the principal and interest that may become due for their bonds and obligations. They have entire charge of the distribution of water; have full power to require payment, and authority to extend the works as the necessities of the city may require. The Board consists of six members, and the mayor *ex-officio*, two being elected annually at the charter election for a period of three years.

On the banks of the Passaic, midway between Belleville and North Belleville, stands a handsome brick building which might be mistaken for a church, or the classic walls of a college, but for a tall blackened chimney that tells of something stronger than either the gospel, or the humanities—the giant arms of powerful steam engines. This is the engine house of the Newark water works. The supply for the city is pumped through pipes to the receiving reservoir, situated on the highest point of the hills, to the west, and from which it is sent through mains to the distributing reservoirs. The pumping engines are of the most approved description, are models of mechanical skill, and work with astonishing ease and precision, and with great economy. The receiving reservoir occupies a very handsome situation, and a stroll or drive to it from the city, will be one of the pleasures of the near future. This reservoir is 167 feet above tide water, and contains fourteen millions of gallons. The engineer in his last report to the Aqueduct Board in speaking of it says: "The receiving reservoir and the grounds around it have been kept in excellent condition. This has become a very attractive spot, and nothing but the want of decent roads by which to obtain access to it, prevents it from becoming a place of very general resort for our citizens. Attempts are being made by property owners adjoining, to obtain a street running from John street, Belleville, along the easterly side of the reservoir to Joralemon street. The extension of this street to meet one of those to be laid out by the Woodside Commissioners would give direct communication from Newark along the ridge." Meanwhile Washington avenue, one of the main avenues laid out by the *Essex county road board* gives convenient access to the works. The old distributing reservoirs in the city are to be replaced by a new one now being constructed on Seventh avenue, near Chatham street. Here, on the top of the ridge, north of Branch brook and opposite Boppe's brewery, was an old quarry excavated to a very considerable depth, which has been adopted as its site. At this point there is constructing a culvert along the brook, and the further deepening and extending the quarry into a reservoir, will give a large quantity of earth to fill up the low grounds. It is designed to make the reservoir a circular basin of 400 feet diameter in the

bottom, with a depth of twenty feet. It will be 115 feet above the level of tide water, and contain about twenty-one millions of gallons of water. It is designed to carry Seventh avenue around the outside in the form of a circular roadway, sixty feet wide.

The supply from this source, however, will not be at sufficient height for the ridge on which it is situated, and on which the western part of the city is built. For the supply of all that portion, a high service reservoir has been constructed on South Orange avenue at Fairmount. It was completed last year, and the water let into it in September. It has been found to answer every expectation. The engineer reports that "with the exception of the extreme upper portions of this (west of Norfolk street and Belmont avenue), the head from the reservoir is very effective, being sufficient in a great part of it for fire purposes without the use of steamers." The supply of water is pumped into this reservoir from the Belleville main to the height of 225 feet above tide water. At Eighth avenue and Factory street, close by the old Washington foundry, the engine for this purpose occupies a small wooden building on the corner. This expedient, however, is only temporary, the design being to locate the pumping machinery at the distributing reservoir, when completed.

The length of pipes connected with the water works, is over seventy miles, and the daily supply of water two and a-half millions of gallons. In addition to this, about three hundred thousand gallons are supplied by the old springs in the city, and quite a number of houses have wells and cisterns.



EDUCATION.

As in all American cities, Education in Newark is all but universal. In addition to the public school system which has been brought to a high degree of perfection, there are the Newark Academy, the Commercial College, and numerous select schools and seminaries for the education of both sexes; several of them of a high and established character. These again are supplemented with night schools, literary societies and libraries. Public attention is strongly drawn to all these, and the facilities for a thorough education are yearly on the increase.

THE NEWARK ACADEMY.—This institution which was incorporated in June, 1795, and re chartered in March, 1855, is noted for its efficiency. It affords a common, high school, and academical education, under a faculty of high attainments. The building is pleasantly situated on an eminence at the corner of High and William streets. It is a large brick edifice, three stories in height, which overlooks the lower part of the city, and commands a fine view of the country for miles in extent. The academy is a graded school divided into seven departments, which are sub-divided into classes. "Beginning with children who are learning to read, the

institution carries then through a thorough course of common school education; prepares them for college; graduates them as civil engineers, or fits them for commercial business." It is furnished with astronomical instruments, chemical and philosophical apparatus, and other facilities, for pursuing a liberal course of studies. The school year begins on the first Monday in September, and closes on the 20th June following.

PUBLIC SCHOOLS.—These are under the superintendence of the Board of Education, consisting of thirty members, two from each ward of the city, who elect a president, superintendent and other officers. The various duties to be performed by the board are apportioned to fifteen committees, by which they are greatly simplified. There are committees on finance, on accounts, school houses, supplies, printing, books, furniture, and so on. The superintendent gives his whole time to the duties of his office, which bear immediately on the welfare and efficiency of the whole system. Newark is particularly fortunate in having this office filled by one, so painstaking, careful and judicious, as Mr. George B. Sears.

There are in all, twenty school houses, ranging in value, including the furniture and lots on which they stand, at from five to seventy thousand dollars. Four additional houses were in course of completion in 1871, and a new site was purchased for a fifth. In the school houses now in operation, there are conducted eighteen Primary, eleven Grammar, one High, and one Normal school. There are also one Colored, three Industrial and five Evening schools. During the past year there were 13,850 pupils enrolled, though the average daily attendance was considerably less. The cost of tuition was \$16.48 per pupil, and the whole number of teachers, one hundred and ninety-four, including eleven principals, two German, and three music teachers.

Each school, whether primary or grammar, is situated in a school district, the children residing in which, are alone considered as being entitled to admission to the school provided for them. Usually the school district is a ward of the city, and in the instances in which this arrangement is departed from, the boundary is plainly defined. Children residing in one district may be admitted to the schools of another district, but satisfactory reasons must be given for the transfer. It must be certain also that there is room for their accommodation, and there must be obtained, besides, the written consent of the commissioners of both the wards from and to which, the transfer is intended to be made. In the case of children removing from one district to another, they are allowed, if they desire, to continue to attend their former school, unless their places are required for the accommodation of the children residing in the district to which the school belongs.

The school year commences on the first Monday in September, and continues to the last Friday in June. Children are not admitted to the primary schools, younger than six, or older than ten years of age, nor is a pupil admitted to the high school under eleven; but a wider variation is allowed in the grammar schools. There are two sessions daily in all the schools, morning and afternoon. The morning session of the day schools are opened, and the even-

ing sessions closed by reading a portion of the Bible, and, at the discretion of the principal, the Divine Blessing may be invoked on the morning of each day. No child in the primary, or in the lowest class of the grammar schools is required to learn any lesson out of school, and no pupil in the higher classes of the grammar schools is required to learn more than one lesson out of school hours.

The system of tuition is regulated and conducted in the most efficient manner. The classes are carefully graded, both in the primary and grammar schools, and consist of three in each, designated by the letter A, B and C; the last letter being the lowest class. On entering the primary school therefore the young scholar is placed in class C, and passing on to B and A, is transferred to the grammar school. Here he proceeds in the same way from C to A, and is ready for the high school. The branches taught in the primary schools, are orthography, reading, writing on the slate, vocal music, and the earlier stages of arithmetic, geography, and drawing. Those prescribed for the grammar schools are, in addition to the farther prosecution of the studies begun in the primary, penmanship, grammar, history, natural philosophy, composition, and declamation. Vocal music is taught in all grades of schools. The high school consists of a male and a female department, and the full course occupies a period of four years. The studies pursued in addition to those of the grammar schools, embrace chemistry physiology, astronomy, algebra, book-keeping, geometry, drawing and the classics. The pupils are selected annually, in the month of June from those in attendance in the grammar schools who possess the requisite qualifications for admission. The high school is first, and principally designed for the pupils of the public schools, but "whenever vacancies exist after all qualified applicants from the grammar schools have been admitted, any other person of either sex, between the ages of twelve and eighteen years, who are residents of the city, may be received, on passing a satisfactory examination in all the studies prescribed for the grammar schools."

THE NORMAL SCHOOL is for the education and training of teachers. It is held in the high school building, and is confined to Saturday sessions during the regular terms of the public schools. It is divided into four classes, A, B, C, and D, and is under the care and instruction of a principal and other competent teachers, appointed by the board of education. The studies pursued are in accordance with a manual of instruction, and when qualified, the students receive certificates of ability to teach in the public schools. These are of two grades, the highest being determined by a satisfactory examination in all the studies prescribed for the Normal school, and the second, after a similar examination in all studies prescribed for class B.

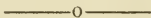
The board of education have provided a school for the colored people of the city, though by an almost unanimous vote of the board, they are entitled to admission to any of the public schools. The colored school is located in State street, first ward, and has an average attendance of one hundred and thirty-three.

THE INDUSTRIAL SCHOOLS, so far as regards education, are on

the basis of the primary schools, and their expenses defrayed by the board of education; but the charitable and industrial features peculiar to them are provided for by benevolent ladies and gentlemen of the city. They are designed for outcast and neglected children, and were originally begun and maintained by charity. In 1856 they were adopted by the board of education, so far as the objects for which the board was created would allow. There are three schools, with an attendance of about two hundred.

SIX EVENING SCHOOLS were held in the public school buildings during the past winter. In English, one female and two male; two German, and one colored for both sexes. The average attendance was good in all of them.

In consequence of the character of some of the branches of manufacture in Newark being well adapted for the employment of children, many of them, either through the necessity of their parents, or their own predilections, leave school at an early age, to labor in the factory. It is a noticeable fact, as showing how many of our children go to work at an early age; that about forty per cent. of all the pupils of the public schools receive no further education than that imparted by the primary schools. The superintendent computes that only about sixty per cent. enter the grammar schools; and states further, that the grammar schools themselves, give the finishing stroke to *nine-tenths* of all the pupils who rise above the primary. It is fortunate that the education bestowed, is of a thorough and efficient kind, so far as it goes, or the average intelligence of our community would be sensibly effected by these facts.



NEWSPAPERS AND PERIODICALS.

THE SENTINEL OF FREEDOM, now the weekly edition of the Daily Advertiser is the oldest paper in the State, published uninterruptedly down to our day. The first number was issued, Wednesday, October 5th, 1796, nearly seventy-six years ago. It was then about half the size of the present paper, and bore the motto, "The Public Will, our Guide—the Public Good our End." The contents consisted of "General Washington's address to the people of the United States, declining to be again put in nomination for the Presidency," an "Act to regulate the election of members of the legislative council and general assembly, &c, &c.," "an editorial address to the public," a poet's corner containing a song, "On the merits of printing," and two or three advertisements. Its matter, however, soon became more varied. With No. I of Vol. II, a new motto was adopted, "This folio of four pages, happy work! what is it but a map of busy life, its fluctuations and its vast concerns?" and again it was changed in No. XXXIII, of Vol. VI, May 5th,

1801, to a quotation from Jefferson, "Errors of opinion may be tolerated where reason is left to combat it." The columns of the two last numbers of the last century were bordered with black in mourning for the death of Washington, which occurred Saturday, Dec. 14th, 1799, and whose address had graced the first page of the first issue of the Sentinel. The paper has always been a favorite and has a large circulation, both in town and country.

THE NEWARK DAILY ADVERTISER, office south-east corner of Broad and Market streets. Thos. T. Kinney, Editor and Proprietor. This favorite newspaper is over forty years of age, and was not only the first daily published in Newark, but for a long period the only one. The first number was issued, Thursday, March 1st, 1832, by George Bush & Co., from their office in Market street, west of Broad. It commenced with a sheet half its present size, and in the nature of an experiment, but so successful was it that it has continued to increase in public favor ever since. It is republican in politics, is most ably conducted, and has an advertising patronage the largest of any newspaper in the State. Its telegraphic news are always complete up to the hour of publication, and its summary of legislative and congressional proceedings, comprehensive and reliable. It is eminently the home paper of the city, being an especial favorite with the female portion of the community. Its profuse advertisements, full accounts of marriages and deaths, weather probabilities, &c., are features that contribute largely to this. The Advertiser is universally known as "*The Daily*," its popular title when it was the only one. Although there are now seven daily papers published in the city, so endeared has it become to the people of Newark that its *petite* title is continued as expressive of the affection and respect in which it continues to be held.

THE NEW JERSEY VOLKSMANN, is the oldest daily paper in a foreign language published in the State of New Jersey. It was commenced by Conrad Hollinger, in 1854, eighteen years ago. In May, 1871, it became the property of the Hon. W. B. Guild, of the Newark Daily Journal, and was published for some time under his auspices in the form of an Anglo-German paper, one half being in the English, and the other half in the German language. Towards the close of the year, the rapid growth of its advertising patronage necessitated, either the enlargement of the paper to an unwieldy size, or its division into two distinct papers, one in each language. The latter plan was adopted with marked success; in November, 1871, the Morning Journal and People's Paper, was launched as a separate contribution to our daily journalism, and the Volksmann resumed its individuality. As was to be expected from our very large German population, and the enterprise of its new management, the Volksmann soon attained a larger circulation than it ever had before. It is an able supporter of the Democratic party, and may be said to be *the* German paper of the party in the State. Of late years its foreign news have been of great interest, and the variety and abundance of its local and general matter recommend it to that class of our citizens for which it is more immediately designed.

THE NEWARK DAILY JOURNAL, is an Evening Daily and Weekly paper. The present publisher and proprietor is Hon. William B. Guild, office 184 Market street. It is Democratic in politics, and the ablest champion of that ancient faith in the State of New Jersey. The Journal is one of the most readable of our newspapers, with full telegraphic news, and articles of general interest. It gives much attention to the business and manufactures of the city, and its articles, on these subjects being replete with information, are appreciated by all classes. A very extensive circulation and liberal advertising patronage rewards its efforts.

THE NEW JERSEY FREIE ZEITUNG is published daily, Sundays included, at No. 82 Market street. Benedict Prieth, Editor and Proprietor. This paper has continued under the one editorial and proprietary management since it was established, April 26th, 1858. It is very prosperous, copiously patronised as an advertising medium, and has a circulation in the State second only to the Daily Advertiser. The political views of the Freie Zeitung are Republican; the leaders are always well written, judicious and suggestive, and the local and foreign matter full and interesting. It had regular telegraphic news from the seat of the late war, and now has a corps of first-class correspondents in the principal cities and towns in Germany, whose letters are eagerly welcomed by its numerous readers.

THE NEWARK EVENING COURIER, office 832 Broad street, Frank W. Potter, Editor and Proprietor, is a Daily and Weekly paper, the daily being published in the afternoon. The Courier was established June 18th, 1866, and is an excellent and enterprising paper. It is Republican in politics, but was favorably received by all parties from the first, and occupies a place in the front rank of State journalism. It gives careful and constant attention to the best interest of the city. During the past twelve months it has presented, and still continues to present, weekly to its readers a well written and interesting account of some branch of our manufactures. In its reports of municipal and legislative proceedings, public meetings and improvements, police items and passing events, the Courier is full and correct, and consequently its pages are always fresh and readable. It is also rewarded by a good advertising patronage and increasing circulation.

THE NEWARK MORNING REGISTER, office 181 Market street, was established in 1869, as a two cent paper, and under its present management is being rendered a most decided success. In the beginning of the present year, the Register was purchased by the *Newark Printing Company*; a new incorporation, Theodore Runyan, president, W. A. Urc, business manager, since which it has continued to rise so rapidly in public estimation that its circulation within the city, begins to eclipse that of older contemporaries. Democratic in politics, it is characterised by that courtesy and moderation which forms such a marked and pleasant feature of the whole range of our newspaper literature. The Register devotes itself closely to home matters, city, suburban and State. Notices of municipal improvement, gossip on passing events, encouragement of business and manufactures, and a varied and judicious selection

of other matter are constantly tending to enlarge the circle of its readers, and make it a family necessity.

THE MORNING JOURNAL AND PEOPLE'S PAPER took its rise as the English portion of the New Jersey Volksmann when that paper changed hands in May, 1871. In consequence of a liberal and increasing patronage, the publication of one paper in two languages ceased, and in November of the same year, the Journal, under the same vigorous management that led to the change, took its place as a separate daily morning newspaper. There was abundance of room for another good morning paper in the city, there being only one in the English language in the field. Its appearance therefore was cordially welcomed, and liberally patronised. It is also Democratic in its views, moderate and courteous in tone, and conducted with much ability. Its columns are always full of interest, and its circulation, already large, is steadily on the increase. It is under the same editorial and proprietary management as the Daily Journal and the Volksmann. Office 184 Market street.

THE NEWARK MANUFACTURERS' GAZETTE, is a monthly of eight pages, devoted to the interest of the manufacturers of Newark. It is published by "The Manufacturers' Association of Newark," office at 56 Morris and Essex railroad avenue, and was commenced February, 1870. The original publishers of the Gazette, Messrs. Hawkins & Dodge, still retain the editorial and business management of the paper, and being themselves manufacturers, they are identified with, and alive to the interests of their confreres, and are therefore the best parties to conduct such an enterprise successfully. It is the only paper published in New Jersey, devoted to manufacturing interests, and has a circulation extending throughout the United States and Canada. At present a series of very interesting articles on manufacturing establishments, are in process of publication. The editorials are liberal and judicious, and the general matters varied and interesting. We are glad to state that the Gazette is growing rapidly in public favor.

THE NEW JERSEY REVIEW, is another monthly journal, devoted to the interest of insurance, real-estate, railroads and manufactures. It is published by A. S. Mills, Editor and Proprietor, 843 Broad street, and was started in October, 1871. It is a magazine of quarto size, printed in a superior manner on tinted paper, and looks very handsome. The editor himself brings a long experience, especially in insurance matters, to bear upon it, and other writers of merit in general literature render its pages interesting as well as instructive.

HOLBROOK'S NEWARK CITY BUSINESS DIRECTORY, office No. 11 Mechanic street, A Stephen Holbrook, Publisher. This is one of those works whose acknowledged utility has made them a necessity in every city. Appreciating the importance of the Newark Directory, our business men award it a cordial and liberal patronage, and its usefulness and interest are increasing yearly. It contains a vast amount of information for every day reference, and is prefaced annually with a *resume* of such improvements as have taken place during the year. The Newark Directory was first issued in 1836-7, by B. T. Pierson, a descendant of the Rev. Abram Pierson, the first

minister of the town. He continued its publication till his death in '62. It was issued for two years longer as Pierson's Directory, by C. H. Folwell & Co. The City Directory was then published for two years by J. Gopsill. This gentleman not being a resident of Newark, his work did not give entire satisfaction, and a number of citizens feeling that there was enterprise enough in our own city for such an undertaking, induced Mr. Holbrook to commence the publication of the present Directory, the first number of which appeared for 1867-8, and who has conducted a satisfactory issue of it ever since.

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NEWARK LIBRARY.

The act to incorporate the "Newark Library Association" was approved, February 19th, 1847, and a suitable building erected and opened in 1848. The preamble to the act, declares the object of the Association to be "the establishment of a Library with all proper conveniences and appurtenances, and the erection of a suitable edifice for its accommodation with a view to advance the interests of learning generally, and to instruct and betterly educate the youth of the city of Newark, in science, literature and the arts." The original incorporators were—William Rankin, Samuel I. Prime, William A. Whitehead, Jacob D. Vermilye, John H. Stephens, James B. Pinneo, John Chadwick, William R. Inslee, Beach Vanderpool, Jeremiah C. Garthwaite, Frederick T. Frelinghuysen, Wm. B. Kinney and Samuel Meeker. The library building occupies a most central position on Market street, west of Broad. It is a handsome and convenient edifice, having ample accommodation for the purposes of a library and reading-room, a fine Hall suitable for lectures, concerts, or other amusements, and eight or nine smaller rooms adapted to offices or meetings of public societies. The ground floor front is designed for, and rented as stores. The Hall of the Association which is 51 by 85 feet in size, is in the shape of an addition to the main building in the rear. The library itself is on the second floor of the principal building. It is an elegant and comfortable room, exceedingly well arranged with conveniences for reading, reference and consultation of authorities. The volumes are ranged on shelving, around the walls, and in alcoves formed by partitions projecting from the face of the walls, about ten feet into the rooms, with cases on both sides of the projections, and the whole protected by railing, made to harmonize with the other arrangements of the room, breast high, and surmounted with a broad desk-like shelf for the convenience of the public in consulting catalogues, &c. Tables, profusely supplied with the periodical literature of the day are placed in two large recesses formed by the enclosing of the main stairway, and the walls are hung with maps and charts, and graced also with excellent portraits of Theo. Frelinghuysen, William Rankin, the first president, Rev. Dr. Prime, Wm.

A. Whitehead, the present president, mayor Ricord, and William E. Layton, the present librarian. The total original cost of the real-estate and additions was over \$33,000. Its present value is over \$100,000. The whole building and library is under the supervision of the courteous and intelligent librarian, Mr. W. E. Layton. This gentleman was one of the original committee, consisting of Rev. S. I. Prime, D.D., W. A. Whitehead, W. E. Layton, G. E. Stewart, W. B. Inslee and Algernon S. Hubbell, who reported upon the plan which was adopted for the library, and has been a director almost continuously during the whole period of its existence. His predecessor in office was our present mayor, Frederick W. Ricord, who was librarian for the long period of over twenty years. Mr. Ricord resigned the librarianship at the close of 1869, in consequence of his election to the mayoralty of the city, and Mr. Layton was unanimously tendered the position. At the 23d annual meeting Mayor Ricord's services were gratefully acknowledged; services in the words of the Resolution, "characterised by the utmost intelligence, fidelity, and gentlemanly courtesy of bearing." The new librarian was no less cordially welcomed to his duties, and the high sense of the services he had already rendered to the library expressed. To a thorough knowledge of its contents he brought an untiring zeal and industry to which its present excellent condition is largely attributable.

Above most other things, care and judgment are necessary to the formation of a good library. It must be to a large extent popular, and provide for the lighter tastes of the reading public; but its prime mission is to educate the minds of the community, and for this purpose, works of the very highest character are required. It must also be a library of reference, as far as possible, on all subjects of investigation, and an asylum for those old and rare, but interesting works in which the antiquarian takes delight. It is no small praise to be able to say that the Newark Library has kept all this steadily in view, and has built up in our midst one of the most valuable institutions it is possible for a community to possess. It has 20,000 volumes of the best works issued from the press on either continent, so carefully selected as to form a library fuller and of more value than many of higher pretensions. To its first president, the late William Rankin, the Association is deeply indebted for substantial aid and encouragement; to its second and third presidents, the Rev. Dr. Prime and William A. Whitehead, it largely owes its excellence as a library. Both authors and men of culture, these gentlemen were admirably qualified to advise as to the character of the original volumes, and assist in a judicious choice when new works were to be added. The counsel of Dr. Prime has ceased, by his removal to New York but Mr. Whitehead, who was first secretary of the Association, and who has now occupied the presidential chair for twenty-three years, is still as well qualified and willing as ever he was, and an intelligent body of directors uphold the character of the institution and secure to the city a continuance of the valuable collection we have indicated.

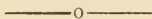
It would give us much pleasure to particularize many of the works contained in the catalogue, but our space forbids. The

classification, however shows thousands of volumes in each of the following departments. *Theology*, including sacred and devotional writings, natural and revealed religion, and sacred history. *Science*, divided into First—political science; law, government, political economy, statistics and public documents. Second—mental and moral science; metaphysics, logic, ethics and education. Third—Exact science; mathematics and astronomy. Fourth—natural science; natural philosophy, chemistry, natural history. *The Arts* follow. First—the natural arts; agriculture, horticulture, &c. Second—the fine arts; drawing, painting, sculpture, music and architecture. Third—miscellaneous arts; mechanical, chemical and domestic. In this department there are over a thousand volumes, having among them a beautiful edition in seventeen volumes of the Museum of Painting and Sculpture, conspicuous for its exquisite drawings and perfect typography. *Belles Lettres*, includes lexicography, and philology, rhetoric, oratory, criticism, literary history and biography, essays, letters and orations, Greek and Latin classics and translations, poetry and the drama, romance and facetiæ, a class containing many thousands of volumes. In *History*, there are, First, antiquities and heraldry, including Nicholas' work on the Knight-hood of the British Empire, a beautiful sample of typography, and exquisitely illustrated, Lodge's Peerage, Debrett's work of the same character, discoveries of ancient cities, and descriptions of ruins and antiquities in Europe, America, and the east. Second, general history and chronology. Third, ancient history. Fourth, European history. Fifth, American history. Sixth, Asiatic, African, and other history. In this class there are about two thousand volumes of most valuable works. *Biography*: In this department there are all those volumes of delightful interest which make us familiar with the great and good, or otherwise famous of our own, and other countries. There are eight different lives of Washington; fifteen of Napoleon, in whole, or at particular epochs; seven of Cromwell; and all other celebrities, correspondingly full and complete.

The Library is very rich in books of reference, such as cyclopædias, dictionaries, national and state documents, statistics, atlases, architectural works, and histories of our own State, its laws and documents, and the proceedings of its general assemblies. In complete sets of books rapidly becoming rare in that condition, it can boast of an unusual number. It has the English Parliamentary Register for over sixty years, the Gentleman's Magazine, complete for one hundred and forty years, Niles' Register complete, Princeton Review complete, and many others. There are also, such beautiful works as those of Canova, the National Portrait Gallery, London beautifully illustrated, in six volumes, and many old and rare works, coeval or nearly so, with the discovery of the art of printing.

The Library has lately had placed upon its shelves a complete set, so far as printed, of a most valuable national work which will be possessed by but few libraries in the State. By joint resolution of Congress, passed, January 15th, 1871, the old Patent Office Reports with abbreviations of specifications, and partial copies of illustrations were discontinued, and the publication provided for,

of complete copies of the specifications and drawings of patents issued subsequent to June, 1869. A work of this character involves a heavy expense to the general government, and is therefore published in limited quantity and great care taken in its disposition. The volumes will be accessible for free inspection, only in the Capitol of each State and Territory, in the Clerk's office of certain Federal Courts, and in such libraries as may be selected by the Commissioner of Patents, and who may agree to the conditions imposed by the resolutions of Congress, one of which is that the volumes shall not be allowed to leave the library, except by order of a court. All the volumes published are now in the Library, and future volumes at the rate of about one a week, are received as soon as published.



NEW JERSEY HISTORICAL SOCIETY.

This excellent Institution, whose meetings and membership includes the State, has its home in Newark, in elegant rooms in the National Newark Banking Company's building, corner of Broad and Bank streets. It was instituted in 1845, and its object according to the constitution, is "to discover, procure and preserve whatever relates to any department of the history of New Jersey, natural, civil, literary, or ecclesiastical, and generally of other portions of the United States." It has a resident, corresponding and honorary membership. The resident members, comprising many names of scholarly attainments, are those who reside within the State; the corresponding and honorary members are resident without the State. A president, three vice-presidents, a corresponding secretary, a recording secretary, a treasurer, and librarian, constitute the *personnel* of officers, who are assisted by an executive committee, and standing committees, on finance, publications, library, statistics and nominations. The beneficial influence of the Society has been sensibly felt throughout the State; it has printed and circulated a number of valuable volumes, and acquired a collection of local and State history, of about five thousands volumes and eight thousands pamphlets. These consists entirely of donations from those interested in the Society, the funds being mainly used in gathering together such material as may be useful for the "future historians and annalists" of New Jersey, and in the publication of such volumes as may be authorized by the Society. It has become the depository also, of a number of curiosities and relics, which will form a nucleus for further collections. Among these are a good many articles of special interest, such as an arm writing chair of Dr. McWhorter's, in which doubtless many a good sermon was composed; a revolutionary sword which belonged to Captain James Hedden; a sword presented by Lafayette to Lieut. James Giles, in 1780; a revolutionary sword, found under an old barn floor in Whiskey lane; a confederate officers' sword, broken by him at the

time of his capture at Roanoke, N. C., in February, 1862; a complete copy of the weekly issue of the *Sentinel of Freedom*, from its commencement in 1796, till now, a period of seventy-six years; uniform coat and chapeau of Captain J. Lawrence; twelve volumes of minutes of the Long Parliament, and many others.

The walls are graced with portraits of Aaron Burr, Chief Justice Hornblower, first president of the Society, Richard Stockton, one of the Signers of the Declaration of Independence, General Philip Schuyler, Major Skinner, Henry Clay, &c.

The "collections" published by the Society consist of seven excellent volumes, issued from time to time from the Newark press. Volume I contains—"East Jersey under the Provincial Governments," by William A. Whitehead. Volume II contains—"The Life of William Alexander, Earl of Stirling, Major General in Army of the United States, during the Revolutionary war," by Wm. Alexander Duer, LL.D. Volume III contains, "The Provincial Courts of New Jersey," by Richard S. Field. Volume IV contains—"The Papers of Lewis Morris, Governor of the Province of New Jersey, from 1738 to 1746." Volume V contains—"An Analytical Index to the Colonial Documents of New Jersey, in the State Paper offices of England," edited with notes, by W. A. Whitehead. Volume VI contains—"Records of the town of Newark, from its settlement in 1666, to incorporation as a city in 1836." Volume VII contains—"New Jersey Reminiscences of the Bench and Bar," by Judge Lucius Q. C. Elmer. The published "proceedings" of the Society comprise ten volumes of a first, and two volumes of a second series, containing many early documents, relative to discovery and settlement, and papers regarding places and people of the State contributed by the members and others, and read before their meetings. The present officers of the Society are:

PRESIDENT—Ravaud K. Rodgers, D.D., of Bound Brook.

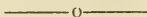
VICE-PRESIDENTS—Henry W. Green, LL.D., of Trenton, Samuel H. Hamill, D.D., of Lawrenceville, William B. Kinney, of Newark.

CORRESPONDING SECRETARY—Wm. A. Whitehead, of Newark.

RECORDING SECRETARY—David A. Hayes, of Newark.

TREASURER—Robert S. Swords, of Newark.

LIBRARIAN—S. H. Conglar, of Newark.



YOUNG MEN'S CHRISTIAN ASSOCIATION.

This excellent Association was organized in October, 1865, and incorporated in April, 1869. Its object is "the promotion of Religion, the cultivation of Christian sympathy, and the improvement of the spiritual, mental, and social condition of young men and other persons." The Newark Association is one of the most prosperous of the many kindred organizations now so universal throughout the country, and bears the impress of the Catholic spirit of the age; its aims and efforts being contracted by no form

of sectarianism. Its very nature of course limits its active membership to persons belonging to the Evangelical churches of the city, but its ministrations and charities are by no means so limited; on the contrary its benefits are cordially offered to all. No stranger need fear a want of sympathy or good-will arising from sectarian bias, for everything of that character is carefully excluded under the following expressive section of the constitution. "No controverted subject of a sectarian or political character, shall ever be introduced into the discussions of the members at any of their meetings, and such introduction shall bring upon the offender the censure of the Association." While it has all the elements of a benevolent association, the Y. M. C. A. must not be classed simply as a charitable society. Its highest object is to enable the members to assist each other, and all young men especially, to avoid the demoralizing influences of a great city, and to enjoy the purer pleasures in which a great city, also, so plentifully abounds. It offers the stranger his own library, as it were, and his own easy chair; surrounds him with healthful influences; assist him to a good boarding house or home; provides him, so far as the nature of the case will admit, with employment, and offers him an acquaintance and companionship, which, whatever may be said of it, will never either ruin or corrupt.

The Association has the usual office bearers. These, together with twenty active members, representing the different evangelical denominations, constitute a board of managers to supervise its affairs. There are four standing committees appointed by the president from all the members—one on devotional meetings, one on membership, one on boarding house and employment, and one on meetings. Four other standing committees are appointed from the board of managers—on finance, on rooms and library, on lectures and instruction and on publishing. The Society consists of six hundred members, and has a library, in addition to the current literature of the day, of one thousand volumes. Prayer meetings are held in the Association rooms every morning at 8 o'clock, and one also every Saturday evening from 8 to 9 o'clock. Regular religious services are conducted every Sunday afternoon, at 4 o'clock. A course of lectures and other entertainments are given every winter under the auspices of the Association, and frequent social parties beget that brotherly love, union and cordiality—the true *egalite et fraternite*—so absolutely necessary for the work in which the members are engaged. Corresponding secretary, Thos. A. Garrigues, to whom communications may be addressed.

Until recently its rooms were on the corner of Broad and West Park street, but last year the Association purchased the West Park street Presbyterian church, a building which, when remodeled as contemplated will be admirably suited to its requirements, comfortable and roomy, within a few yards of Broad street, and yet, as quiet and retired as is if located in the suburbs or the country. The purchase money was \$20,000. The church building, now the large Hall of the Association has a handsome appearance, with a front of Belleville freestone. Internally, it will shortly be re-fitted and improved, but even now with its spacious platform and read-

ing desk, its elegant gallery and organ, its carpeted floor and comfortable seats, and the cheerful brightness of its arched and frescoed roof, it is the finest Hall in the city. On the eastern side of this principal building, towards Broad street, is an addition of one story in height, formerly the chapel of the West Park street Congregation, but which is now fitted up as the ordinary and every day rooms of the Association. It is divided into a *suite* of three apartments, lighted from above, and having a warm and inviting aspect, like the bright parlors of a cheerful home. The first of these is the reading and library room. The superintendent's office is to the left of the doorway, and beyond is a spacious entrance to the large Hall. The centre of the room has comfortable chairs and tables, covered with periodical literature and the current files of the religious and other papers of the day. Along the walls on the right, are the handsomely enclosed book-cases of the library, and the whole is neatly carpeted and kept in excellent order. The central room is similarly furnished, with a platform and reading desk in addition, and is used for the daily prayer-meetings and for lectures. The room in the rear, which looks out on a pleasant shrubbery, is used as a committee room.

An Association thus comfortably located, is in a position to do good, and accordingly we are not surprised to find that there is constantly going on a work of beneficence and charity. It would be hard indeed to calculate the real extent of the good accomplished, for it is not alone by the number of the recipients of the bounty of the Society that it is to be estimated. These can be counted, but the smile of kindness, the word of cheer, the act of charity are not always followed by visible results, and above all, who can calculate the fruits of that good will, toleration, and brotherly love, engendered by its wise and unsectarian spirit; they pervade society, enter into the study, and ascend the pulpit.

Elegant and commodious as the rooms and hall of this home-giving and truly fraternal association are, it is in contemplation during the fall of the present year, to still further extend and improve them, plans have already been prepared. Externally, the rear portion of the present hall will remain as it is, but the entire front, with the spire and sides, as far back as to include the present organ gallery, will be taken down, and an entirely new building erected, eighty-eight feet long by thirty-six wide, extending forward to a line with the other houses of the street, and connecting with the hall in the rear. It will be in the Italian style of architecture, three stories in height, with a Mansard roof, and a basement underneath, or five floors in all. There will be two wings, or additions on either side, ten feet each in width for entrances and staircases. The front basement of the new building will be used as a gymnasium, wash and bath rooms. The first floor, which will be 32 x 64 feet, and fifteen feet high, will be used as a general meeting room, and for the stated prayer meetings. In the second story will be the reading room, library, parlor, secretary's room, &c. In the third, there will be parlors and class rooms, wash rooms and closets. The Mansard story will be fitted up as a lecture hall, or lodge room. Internally, the large hall of the Association will be

entirely re-modeled. The seats will be replaced by modern orchestra chairs, and retiring rooms connected with the platform. A handsome gallery will be erected round the three sides of the hall; the partition between it and the first floor of the meeting room, will be made to slide down into the basement, so that whole ground floor of both new and old building can be thrown into one. The whole will accommodate nearly two thousand persons, making the largest and finest assembly room in the city.

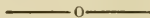
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CHURCHES.

Newark, like Brooklyn, is a City of Churches, and amongst them are very many noted for architectural beauty. Almost all the orders, ancient as well as modern, are represented, but our limits forbid all attempts at particular notice. Better than architectural beauty, the pulpits are ably filled. Few cities have so many names among its clergy, noted for eloquence and piety. To their honor be it spoken, they are as remarkable for their charity and forbearance also; each is ready to bid his neighbor *God speed*, without the oldtime cavil as to forms and discipline. By common consent a broad platform of toleration and co-operation has been adopted, which is one of the healthiest evidences of the times.

It would appear from the researches of Dr. Stearns and others, that the First Presbyterian church of Newark, as constituted under the Rev. Abiam Pierson in 1667, was the first church with a permanent pastor and complete organization upon the soil of New Jersey. The Reformed Dutch church at Bergen was commenced in 1663, or perhaps even a little earlier, but it had no minister for very many years. The clerk of the church was accustomed to read prayers and a sermon every Sunday, but preaching and the administration of the sacraments were usually held on Monday, by the clergy of the Reformed Dutch church of New York. The First Presbyterian church was also the only church in Newark for fifty-two years. In 1718, a second was organized in Orange, then, and for long after, a part of Newark. It was known for many years as the "Mountain Society," and is now the First Presbyterian church in Orange. About the year 1727, a Dutch Congregation was established at Second river, now Belleville, also at that period a part of Newark, and in 1729 worship according to the forms of the Episcopal church, began to be introduced. In the year 1794 a new church, called "The Third Presbyterian Church of the Town of Newark" was formed and located at Wardsession, now Bloomfield. All the other churches and religious denominations now in existence have been introduced during the present century. Like every thing else connected with the city, their accumulation has been wonderful. There are now in all ninety three places of worship, Presbyterian with its missions, twenty-one; United Presbyterian,

one ; Congregational, two ; Reformed (Dutch), six ; Baptist, eleven ; Episcopal, ten ; Methodist, with its missions, twenty-two ; Methodist Protestant, two ; Lutheran, two ; Bethel, one ; Universalist, one ; Roman Catholic, seven ; Jewish Synagogues, three ; German Evangelical Protestant, one ; Harmonial Association of Spiritualists, one ; New Church (Swedenborgian), one ; Second Adventists, one. The location of these, with the names of the pastors will be found in our GUIDE.



BENEVOLENT INSTITUTIONS.

The hospitals, asylums, and benevolent societies of Newark are very numerous and well managed. Of those more especially deserving encouragement, and which appeal most directly to our sympathies, there may be mentioned here, *The Female Charitable Society of Newark*, the oldest of our benevolent institutions, which was founded in January, 1803, nearly seventy years ago. *St. Michael's Hospital*, corner of High street and Central avenue. *The German Hospital*, Bank street, delightfully situated on the hill, above Wallace Place. *The Hospital of St. Barnabas*, corner of High and Montgomery streets. *The Soldiers' Home*, a State Institution, on Seventh avenue, above Factory street. *The Protestant Foster Home Society*, a most deserving charity, 284 Belleville avenue.

THE NEWARK ORPHAN ASYLUM, one of our best charitable institutions, located at the corner of High and Bleecker streets, organized in 1848, and having for its object, the shelter and support of orphan and friendless children. It is sustained by donations and subscriptions, and has about sixty little ones within its walls. The Asylum is a large and imposing building occupying a delightful site, with abundance of pure air and excellent play grounds. Children are admitted from two to twelve years of age. They are supported in comfort, receiving a plain but useful education, and at the latter age the Society finds homes for them in private families, or as domestic servants.

THE BOYS' LODGING HOUSE AND CHILDREN'S AID SOCIETY, is also one of the most excellent of our numerous charities. The Home is in the old Market street school house, opposite the Library Building, and is supported by the benevolence of the public. Twenty-five dollars a year constitutes the donor a life member, and the board of managers entrusts largely to private aid for carrying on their operations. The last report says: "The Society has now been at work nearly three years. During that time we have extended a helping hand to three hundred and eighty-two homeless boys, who have needed assistance. Few are aware how many homeless, friendless, hungry boys float through the streets of our city. Many of them are ready to fall into the commission of crime. A word may save them. Some of them are the children of drunkards, cast adrift on the ocean of life. They need sympathy, friends, help. This we give them, and by kindly influences, seek to oppose a

barrier to the torrent of evil which is constantly sweeping them away to ruin."

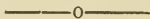
ST. MARY'S ORPHAN ASYLUM is an institution for the care of the orphaned young, under the patronage of the Roman Catholic Church. It is located on South Orange avenue, beyond the limits. It was formerly a private dwelling house, substantially built of stone, which has been added to, and enlarged in the form of a cross. It has a farm of twenty-eight acres, which supplies considerable produce, and affords some knowledge of farming operations to the older boys. Children are admitted from three to twelve; are supported and educated, and their future provided for.

THE SOCIETY FOR THE RELIEF OF AGED WOMEN is another most praiseworthy institution, which by the liberality of the public has lately been enabled to extend the shelter of its home to the deserving aged and infirm. The home was formerly at 233 Broad street, but the Society—composed principally of the ladies of the various churches—have recently erected a most beautiful building on a lot almost opposite their former location, having a frontage of one hundred feet on Mt. Pleasant avenue, and extending two hundred feet deep, to Broad. When the original home was opened in 1866, thirteen old ladies were the happy occupants, this being all the house could accommodate, but on the occasion of the dedicatory service of the new home in May last, the managers were able to say: "The friends and the public having thus warmly seconded the efforts of the managers and advisors to complete this commodious, substantial and tasteful building, they are able to announce to day that thirty-eight old ladies have been admitted to enjoy its comforts and blessings. Twenty-two more can be accommodated."

THE INDUSTRIAL SCHOOLS, though noticed among the public schools, deserve more particular mention. They are the salvation of many an almost outcast little one. Though adopted by the Board of Education on the basis of the primary schools, and the expense, so far as tuition is concerned, defrayed by the city; the food and clothing of the children, and the material consumed in industrial pursuits is provided by a number of benevolent ladies and other charitable people of the city. There are three of these schools now in operation. *The James Street Industrial School*, located in the two-story wooden building, No. 8 James street, first ward, in which the girls occupy the first floor and boys the second. It has an average daily attendance of eighty pupils. *The Mulberry Street Industrial School*, in Mulberry chapel, Mulberry street, opposite the foot of Camp, ninth ward. It is designed only for girls, and has an average attendance of fifty seven. *The Twelfth Ward Industrial School*, is located on Clover street, between Merchant and Ferguson. It was built at the expense of the originator and untiring friend of the whole movement, Mr. David Ripley. It is three stories high with kitchen, dining rooms and every convenience. It was opened on the 19th of February, last, with twenty scholars and one teacher. It is endowed to some extent by private charity, the city pays the teacher's salary, and gives \$200 towards the rent of the building. The interest of a legacy of \$5,000, given by Miss Richards

is to be used in the furtherance of its charitable and industrial objects.

A lady of the city interested in all benevolent and christian movements, lately furnished the *Evening Courier* an interesting notice of the history and missions of these schools, in which she says: "In the year 1854, Mr. David Ripley, moved by the forlorn and neglected condition of many poor children that came under his notice, conceived the idea of starting a school where these poor children could be warmed, fed, clothed and taught. He consulted a number of ladies and gentlemen, whose benevolent works were known, and they warmly seconded the plan. As the result, two schools were opened, one in the basement of the Quarry street Methodist Church, in the eighth ward, and the other in the Bethel in the fifth ward. At the commencement, these schools, were supported entirely by charity, Mr. Ripley and the ladies associated with him, soliciting funds for this purpose. A matron was employed to take charge of the domestic arrangements, prepare the dinner, &c., and teachers for the educational department. Material was purchased and garments cut and made, which were distributed among the children as rewards for punctual attendance and good behavior. The girls were taught to sew by young ladies who volunteered their services three days in the week for that purpose, and the boys assisted in carrying water, coal, scrubbing, &c., when these duties were required. So five days in the week these little waifs sat in a warm room in winter, and had a warm comfortable dinner once a day. At the end of two years, Mr Ripley succeeded in having these schools adopted by the Board of Education, on the same basis as the primary schools of the city, the board providing for the educational interests, and the ladies still continuing to sustain the domestic and clothing department."



CEMETERIES.

Though many of the churches in the city are still surrounded by their old graveyards, interments have long ceased to be made in them. The rural cemetery has superseded all other forms of sepulture, as being not only better adapted to the purpose, but as affording greater certainty that the remains of the dead will remain undisturbed by the extension of the city. Of these urban graveyards, one is the most venerable of all our ancient landmarks, being coeval with the town, and the last resting place of many of the original inhabitants. It lies in the rear of the stores and factories on Broad street, south of Market, where the first church stood. A handsome gateway fronts on Broad, having the houses of the Minnehaha Engine Company, and Union Hook and Ladder Company on either hand. Entering, we find a quiet piece of green sward surrounded by the rear walls of factories and stores. Though not by any means neglected, it has few evidences of a loving regard.

Its irregular square is crossed by a few walks and shaded by a few trees. Most of the remains have been removed, and the headstones bearing dates of a century ago or two, are piled on the western side of the plot, to still further moulder with the lapse of time. The few that remain in the ground are suggestive of how ancient cities gradually disappeared, and are in need of an "Old Mortality" with steel chisel and mallet, to deepen those early records which the winds and rains of heaven have contributed to so nearly obliterate. The old graveyard is under the charge of the city, but a municipal government is necessarily more alive to the active issues of the present, than interested in the dead past. Our people cannot reasonably expect more of them than they have already done. Were the whole place under the care of an intelligent committee of citizens, who would take a pride, not only in preserving, but in beautifying and adorning the spot, we might hope to see the grounds in the condition so beautifully pictured by Dr. Stearns, in his *Historical Discourses*. "Let the ground be made the most beautiful and attractive in the city, as it is most replete with holy memories; and let the generations as they rise, learn to hold in especial honor and affection, the old graveyard where the Fathers lie waiting for the resurrection of the just."

THE CITY CEMETERY.—East of, and along side the track of the New Jersey railroad at Waverly station, just below the city, is a plot of rising ground on the verge of the meadows. Of this fifteen and a half acres were, three years ago, purchased and appropriated by Common Council, as a City Cemetery. Previously the poor had been buried in the potter's field on Hamburg Place, and in a small graveyard formally connected with the alms-house. The bodies in both places, amounting to about 4,500 from potter's field, and 500 from the alms-house, have all been removed to the present Cemetery, and quite a number of individual interments have taken place beside. In addition to the keeper's house, within the grounds, there are a few cottages along the northern front, and Johnson's glue factory to the south. The small portion as yet used for bury-purposes, lies near the glue factory. Most of the graves of course are without any memorial record. Some have crosses, wooden headstones, and a very few have marble slabs. There are no ornaments or walks within the grounds, but the site is exquisite, with as fine a view of the city, and plain as is to be found any where, and the whole place is most creditable to the authorities.

FAIRMOUNT CEMETERY, is situated on South Orange avenue, about one mile from the Court House, and a short distance beyond the "high service reservoir." It was incorporated, February 9th, 1855, and contains over sixty acres. Until bought by the Cemetery Association the grounds were owned by the First Presbyterian church since the settlement of Newark. The situation of the Cemetery is very fine, within the city, yet overlooking the beautiful country toward the Orange mountains. From the gateway, with its neat cottage lodge, winding avenues lead past and around reserved circular plots, tastefully planted with shade trees. Advancing by one of these avenues to the left, several very handsome monuments first meet the eye. An elegant shaft of Peterhead granite being

especially observable. From this point the foilage deepens, and the white columns and lowlier headstones thicken to the view. The grounds are laid out mainly in circles, and the avenues and walks lead round and through them in graceful curves. The lots are carefully enclosed and neatly kept, and each year adds to their beauty.

THIS MONUMENT

Is in Memory of the Heroic Dead

Buried Here,

Who Gave their Lives for their Country

During the Great Rebellion.

Erected by the City of Newark,

A. D., 1869.

On a handsome granite shaft this inscription forcibly arrests the attention. The Monument stands on the western side of the grounds about midway between the entrance and the northern limits. The shaft is square, surmounted by a soldier leaning on his musket. It is divided into sections, bearing many of the historic battle fields of the war. *Antietam, Gettysburg, Atlanta, Petersburg and Mobile Bay.* Four pieces of ordnance sunk into the ground grace the four corners; two others are placed at the entrance of the plot, and the honored dead lie close around. The names and ages on the headstones are suggestive. All were in the prime of life, varying from *twenty-three to fifty*; strong men, cut down violently, or wasted by disease and hardship in their very prime. Northward of this, the Cemetery enters upon a grove of oaks, a reserve for "the harvest of death." This portion is being gradually cleared and opened. Eastward, the grounds are all laid out in lots, tastefully enclosed and adorned with many elegant monuments. The first interment in the grounds of Fairmount was that of Lewis Pierson, aged 24 years, who was buried, August 24th, 1855, six months after the charter was obtained, but before the dedication services, which were held in September. Up to the present time, over seven thousand interments have taken place.

THE CEMETERY OF THE HOLY SEPULCHRE, or The Bishop's Cemetery, as it is also called, occupies a most admirable situation in what is destined to be one of the handsomest sections of the city. It fronts eastwardly on Grove street, and northwardly on Central avenue, and contains thirty-eight acres. It is in contemplation to purchase some adjacent tracts of land which will extend the area to about one hundred acres, and give a third front to the Cemetery on South Orange avenue. The charter was secured in 1871, so recently that of course improvements may only be said to be beginning to develop themselves. The grounds fronting on Grove street have been divided into three sections, separated by broad avenues, running westward. On the central section of these, improvements have been in progress for sometime, in a way that promises a most beautiful Cemetery in the future. Numerous interments have been made, and many tasteful monuments already

erected here. The entrance is by a neat gateway on the principal avenue, called *The Way of the Cross*. Half-way on, and at a point where the grounds slope gently to the western boundary, this avenue is intersected by another, called *The Way of Angels*. At the point of intersection, both wind round a small heart shaped reservation, on which is shortly to be erected a mortuary chapel, with receiving vaults, where a clergyman from the cathedral will be in attendance to conduct all burial services. Already graves have begun to thicken on the western slope, though for the most part, interments are confined to either side of "the Way of the Cross" towards the gate. The arrangement of the grounds in the central section are essentially different from that contemplated for the portions to the north and south. The former being intersected by straight walks, running across the grounds on either hand, while in the latter they will be laid out in serpentine walks. On the avenue furthest north, called *The Way of the Apostles*, a very neat private chapel has been built by the Very Rev. M. A. Corrigan, D.D., president of Seton Hall College. Until very recently the woods around the Cemetery had scarcely been opened, but now streets and avenues stretch on every hand, and the handsome character of the villa residences already erected to the north, indicate a section of unusual elegance and beauty.

THE JEWISH CEMETERY, is on the south side of South Orange avenue, a short distance past Fairmount Cemetery. The grounds are small with little attempt at ornamentation, and the few grave-stones are all illuminated with the Hebrew characters.

MT. PLEASANT CEMETERY, by much the finest of our Cemeteries, lies in the northern part of the city, between Belleville avenue, which runs past its gateway on the west, and the Passaic which flows down upon the east. Its southern enclosure cuts and terminates all the streets between the avenue and the river. The entrance is quite unpretending, and within there is no broad or very handsome lawn, but a neatly trimmed and well kept plot runs entirely around. On entering, the visitor has in front a historico-memorial pillar, erected to commemorate the commencement of the Cemetery. It is a triangular in form, handsomely carved and finished in Gothic style. On the side fronting the gateway, are engraved the words—"This pillar is to perpetuate the history of Mt. Pleasant Cemetery, incorporated by the Legislature of New Jersey, 24th January, 1844." Another side bears the inscription—"Projected by Horace F. Baldwin, 7th December, 1843. The first board of managers, elected 15th January, 1844. William Rankin, president, Isaac Baldwin, treasurer, Algernon S. Hubbell, secretary," and the third, "Consecrated with religious services by the Rev. Jas. Scott, D.D., 18th June, 1844." Elizabeth Jacques, who died of consumption at the age of thirty, was the first to be interred in the grounds. She was buried on the first of July, twelve days after the consecration services, and since then over 7,000 burials have taken place.

The Cemetery is, as we have indicated, exceedingly handsome and attractive. Numerous avenues named after the trees of the forest, diverge in every direction, and lead to others by which the entire grounds may be traversed. Footpaths wind everywhere

between, on which many of the handsomest monuments front, and many hours can be spent in wandering through the paths and in enjoying their quiet and seclusion. The Cemetery contains only about forty acres of ground; not a large one as Cemeteries go in these days, but so numerous are the avenues and paths that a stranger is apt to get bewildered in their windings. Neat sign boards, however, with the names of the avenues are plentifully nailed upon the trees, the principal of which have an arrow attached, pointing the way to the gate. The monuments are of great diversity of character. A large proportion being exceedingly elegant. Square and massive tombs; draped figures of Faith and Hope; and Statues, Angels and other figures are numerous. There are many polished shafts, fluted pillars, and other columns of still more elaborate designs; many are surmounted with urns, crosses and drapery; others are ornamented with wreaths and willows, and many more with shields and scrolls, bearing appropriate inscriptions. It would be difficult to say where the most handsome of these monuments are situated. They are so numerous, and so generally dispersed as to give character and interest to every part. The most varied, and probably the most beautiful portion of the Cemetery is towards the east, where it slopes down to the bed of the Passaic. The banks of the river here are quite elevated, and along the face of the hill are many very beautiful vaults of stone and marble. The highly polished slabs, beautifully finished and paneled, and the tassellated floors within, are fit for the mausoleum of a King. The enclosures of the lots are various, but arbor vitæ neatly trimmed prevails. The deep green of this beautiful shrub harmonizes well with the foilage of the larger trees by which the Cemetery is thickly and beautifully shaded. Everything is kept most perfectly in order and yet there is nothing monotonous. The undulations of the ground, the variety of the foliage, the great diversity and elegance of the monuments, the very windings of the walks, leave no room for dissatisfaction, but all combine to please and gratify.

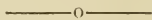
ST. JOHN'S CEMETERY, is a small burying-ground occupying a square plot off Belleville avenue, between Crittenden street and Fourth avenue. It is connected with St. John's church, and is entirely an Irish Catholic burying-place. In the centre, is the tomb of the Very Rev. Patrick Moran, first Vicar General of the Diocese of Newark, and pastor of the St. John's church, who died in 1866. The records on the tombstones show that most of the dead were emigrants. Almost every county in Ireland has its representative, and many towns and cities of the Green Isle are registered as the place of birth of those below. Quite a number of the monuments are handsome, but most of them are simply marble slabs, with the traditional inscription, and sometimes a tasteful monument. Not a few graves have a simple wooden cross. The cross with the I. H. S. "Jesus Hominem Salvator," representative of the Catholic above all other churches is almost universal. The size of the grounds prevent any thing like extensive walks, but the grave-yard is well shaded and neatly kept.

ST. MARY'S, is situated just outside the city limits in the plain

lying north of Roseville and east of Orange. The grounds are small, perfectly level, and destitute of much pretension to ornament. One large tree throws its branches aloft, a tall crucifix with a life size image of the Savior nailed to it, a few neat monuments and a large number of humble crosses to mark the various graves. Such is the aspect of St. Mary's. It is, however, being planted with willows and evergreens, young as yet, but which will in time make the Cemetery a very pleasing object in the landscape.

WOODLAND CEMETERY, occupies a very beautiful situation off Springfield avenue, opposite South Tenth street, and on the highest point of the hill towards Irvington. The Company was incorporated in 1855, and the grounds comprise an area of about thirty-five acres. Passing the gateway, through a pleasant grove, and advancing under the shadow of "innumerable leaves," we find this rural grave-yard overlooking the wide valley that stretches from the more southern portion of the city. Almost before the eye is caught by the mementos of the "city of the dead," it is claimed for a passing glimpse of the city of the living. Churches and spires cluster to the north, and the magnificent panorama so often mentioned in these pages, of river, bay and distant hill, lie like a map, in all their distinctive beauty, immediately below. The Cemetery itself is rapidly becoming worthy of its delightful situation. Though incorporated in 1855, it is only of late years, that large and systematic improvements have begun to be carried out, but now it has many handsome monuments, neatly enclosed lots and pleasant walks. There are few monuments, perhaps, individually noticable, for extreme and costly elegance, but a large number are very tasteful. Gothic and turreted spires, tapering shafts surmounted by urns, and broken columns handsomely draped, are the predominating features. At first, the Cemetery was largely German, and still, the visitor is struck with the large number of monuments that bear the German letter. Everywhere, there is the language of Fatherland. From the unequaled beauty of its situation, however, it is now eagerly sought by our native population, and the number of interments are equal to those of the other Cemeteries of the city. The lot enclosures are principally laurel. On single graves, rude crosses, and home made boxes for wreathes and flowers—those fond tributes of affection—are very numerous. East and north, there is a perfect wilderness of baby graves, the young being mostly buried side by side in one spot. On these are placed every device that loving hands can frame. Many a parent all unused to carpentry, has made a bower, or a cross, or at least some rustic frame work, to mark the quiet bed of his little one. It is in contemplation to erect a chapel on Chapel avenue, to be used for services during stormy weather. Below it will have vaults for the reception of the dead, while awaiting a more propitious day or the section of lots. Provision will also be made for a number of private vaults, so arranged that the outer walls of the chapel can be used for the erection of memorial tablets. The situation of the chapel will be an unusually fine one; on the verge of the hill, and commanding a view in clear weather, of the spire of Trinity

church, New York, and all the more striking features of country that lie between. When the walks and paths have undergone contemplated improvements, there will be few pleasanter Cemeteries anywhere than Woodland.



DRIVES.

The wealthy citizen who keeps his carriage, the curious stranger who desires to see something of the surroundings of a city which is new to him, and even the more humble denizen, who takes an occasional drive or frequent walk, are all interested in the pleasantest and best roads by which to go and come. We have prepared, therefore, a guide to a few of these, keeping in view the roads which are best made, as well as those which command the finest scenery, or lead to the most interesting points. To the few, who know all about the neighborhood, this may seem unnecessary, but to the many whose daily avocations afford leisure for only an occasional excursion, it will be found exactly what they want, answering to some extent at least, the oft repeated question—"Where shall we go?"

Almost any road leading out of Newark forms a pleasant drive, but preference must be given to the following:—

CENTRAL AVENUE is a delightful drive, running westward to Scotland street, in the Orange valley at its most beautiful part. Return can be made northward by Orange, or southward by South Orange avenue.

ORANGE STREET AND ROAD TO ORANGE, is also very pleasant. To avoid the roughness of Orange street within the city, departure may be taken by Sussex avenue. Arrived at Orange, continue by Main and Valley streets to Llewellyn Park; and should a still further stretch be desired, pass up the road northward of the gate and take the first turnpike to the right, which leads to Bloomfield, whence return.

BLOOMFIELD AVENUE will not be in a condition to drive this summer, in consequence of the operations of the *Road Board*; but Bloomfield pike, a beautiful rural road may be taken instead. It turns to the left after passing the New Jersey quarries. Returning by the same road, or by the route of the horse cars, a view of the city opens at Mt. Prospect avenue, unsurpassed for extent and beauty.

THE PASSAIC DRIVES are superior in quiet rural beauty to all others. Taking either bank and keeping the river side, with all its windings; return can be made by the other side. If desired, the drive need not extend further than Belleville, or North Belleville, at both of which points bridges cross; two miles further on, another bridge will be found opposite Rutherford Park, and the drive may be even further lengthened to Passaic or Paterson, the beauty of the scenery increasing all the way.

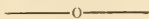
CLINTON AVENUE to Irvington is a very agreeable drive, over an

excellent road. Return can be made by the same way, or by Springfield avenue.

ELIZABETH AVENUE to Elizabeth is a good road and a delightful drive. The higher grounds to which it rises give an extensive view of the plain, and the entrance to Elizabeth is by its most beautiful suburb. Frelinghuysen avenue, one of the new avenues of the *Essex County Road Board* is in a very fair condition by which to return.

THE ORANGE VALLEY ROADS, running southward from Orange, especially the valley road along the foot of the mountain or Scotland street, on this side, to South Orange. These afford some views of almost regal beauty, and the roadways are both in good condition.

THE AVENUES OF THE ESSEX COUNTY ROAD BOARD.—These are six in number. *Frelinghuysen avenue*, running from Sherman avenue to Elizabeth. *Springfield avenue*, from the Court House by Irvington and Middletown to Milburn, at the southern spur of the Orange mountains. *South Orange avenue*, running from Springfield avenue, a little west of the Court House, to the top of the mountains above South Orange. *Park avenue*, beginning at Bloomfield avenue, and running west through the plain, northward of East Orange to Llewellyn Park. *Bloomfield avenue*, passing the New Jersey quarries to Bloomfield. *Washington avenue*, a continuation of Belleville road, northward from Second river, along the rising ground on the west of the Passaic, to the boundary line of the county. This avenue will be continued still further north by Passaic county, and is probably the finest road of any laid out by the Board. These new avenues are all in a passable condition, although unfinished. Next year they will form, by all odds, the most beautiful drives to be found within a circuit of many miles.



NEWARK POST OFFICE.

The Post Office occupies the ground floor of the Custom House, corner of Broad and Academy streets. It is most efficiently conducted, under the supervision of the Postmaster, Col. William Ward.

LOCAL POST OFFICE REGULATIONS.

OFFICE HOURS.—7 A.M. to 7:30 P.M. Sundays—8 to 9 P.M.

MONEY ORDER OFFICE—Open from 8 A.M. to 3 P.M.

ARRIVAL AND DEPARTURE OF MAILS—Liable to change; a time-table is issued by Col. Ward, which can be had on application at the Post Office.

DELIVERIES OF MAIL MATTER—Four daily, except Sundays, within the boundaries of Clay, the river, High, Kinney and Union Streets, at 8:30 and 11 A.M., 2:30 and 5 P.M. Two daily beyond these, and within High, Seventh avenue, Chatham, Belmont avenue, Spruce, Pennington, Pacific, Prospect and the river, at 8:30 A.

M., and 2:30 P.M. In all parts of the city outside these limits, one delivery daily, at 8:30 A.M.

STREET LETTER BOXES—Letters are collected from these, five times daily, within Clay, the river, High, Kinney and Union, at 6:30, 10, 11:30 A.M., 3:30 and 5 P.M. From Boxes beyond these boundaries, there are three collections daily, 6:30, 10 A.M., 4 P.M. On Sunday, one general collection at 2 P.M.

LETTERS REMAINING IN THE POST OFFICE are advertised every Tuesday, in the city papers and on the bulletin boards at the Post Office.

FOREIGN MAILS close the evening previous to the sailing of the Ocean Steamships from New York.

GENERAL POST OFFICE LAWS.

All postage matter for delivery within the United States, must be prepaid. Unpaid letters are sent to the Dead Letter Office at Washington.

Internal Revenue Stamps must not be used to pay postage.

Stamps cut from stamped envelopes must not be put on other letters.

Articles in glass cannot be sent by mail.

Money Orders not issued under \$1.00 or over \$50; but three orders up to the latter amount, or \$150 in all can be drawn by the same person on the same day.

In this connection we would recommend that in no case should money be sent except by Money Order, or Registered Letter, especially as the fee on small sums has recently been reduced to one-half the former amount, or five cents on sums under \$10.00. The rates of commission on Money Orders are now, on orders not exceeding \$10.00, five cents; not exceeding \$20.00, ten cents; from \$20.00, to \$30.00, fifteen cents; from \$30.00, to \$40.00, twenty cents; and from \$40.00, to \$50.00, twenty-five cents.

Letters to Post Masters do not go free. On the contrary a second stamp must be enclosed, if a reply is wanted.

Letters and printed matter to and from members of Congress, free.

Communications to Executive Departments at Washington, Chiefs of Bureaus and Government officers having the franking privilege, free.

Letters forwarded in cases of removal, &c., from one Post Office to another, by request of those to whom they are addressed, free.

Newspapers, however, do not come under this law.

Return Dead Letters sent back to the writers, free

U. S. POSTAGE.—Letters, three cents for each one-half ounce, or fraction thereof. City letters two cents. Letters weighing over half an ounce, and prepaid a single rate only, are sent to their destination, and balance collected on delivery. Registered letters require fifteen cents in stamps, in addition to the regular postage.

The following are the reduced rates of postage as established by Congress during its recent session:

On all pamphlets, occasional publications, transient newspapers, magazines, hand-bills, posters, unsealed circulars, prospectuses, book manuscripts, proof-sheets, corrected proof-sheets (passing

between author and publisher), flexible patterns, sample cards-phonographic paper, letter envelopes, postal envelopes and wrappers, cards, plain and ornamental paper, photographic representations of different types, seeds, cuttings, bulbs, roots, and scions, a postage of one cent for each two ounces or fractions thereof on packages to one address, to be prepaid by postage stamps affixed.

On all books (other than those printed by order of Congress), postage at two cents for each two ounces, or fraction thereof, limited to four pounds in weight.

On samples of merchandise, metals, ores and mineralogical specimens, two cents for each two, or fractions thereof, packages limited to twelve ounces in weight.

All mail matter not sent at letter rates must be open at the ends, or so enveloped as to be easily examined, otherwise full letter postage will be charged.

TO BRITISH AMERICA.—(Prepayment is optional, but an extra charge if not prepaid.) Letters, six cents per one-half ounce, or fraction within 3,000 miles; fifteen cents over 3,000 miles distance. Newspapers, two cents.

TO GREAT BRITAIN.—(Prepayment optional, but an extra charge if not prepaid.) Letters, six cents for one-half ounce. Newspapers, two cent each. Books and samples, two cents per ounce.

TO FRANCE.—Letters, ten cents per one-half ounce. Newspapers, six cents each.

TO GERMANY.—Letters, ten cents per one-half ounce. Newspapers, three cents each.

————:O:————

MONETARY INSTITUTIONS.

In noticing the Streets and Buildings, we have already adverted to the architectural beauty of our Banks and Insurance Buildings. These are not only an ornament to the city, but are valuable also, as evidencing the prosperity of the most important of our Institutions, and in affording increased comfort and facility for the transactions of our Banking and Insurance business. It is mainly, however, in proportion to their stability and integrity, that Banks are valued, and fortunately for Newark, her manufacturers, business men, and others, have to do only with those of the most unquestionable character. There has never been a failure of a Banking establishment in Newark; there has never been a suspicion of the perfect integrity of the officers, and at no period in the history of the city have they been in a more prosperous condition than now. No praise could be higher, but no praise could be more deserved than this.

THE NEWARK NATIONAL BANKING COMPANY, Broad, corner of Bank street, is the oldest Banking Institution in the city. It was chartered, February 17th, 1804, as the "Newark Banking and Insurance Company," was changed to the "Newark Banking Company," in 1859, and on the organization of the National Banks, adopted its present title, June 24th, 1865.

THE NATIONAL STATE BANK OF NEWARK, Broad, corner of Mechanic street, was the second Bank established in Newark. It was chartered in January, 1812, and became a National Bank, July 17th, 1865.

THE MECHANICS' NATIONAL BANK OF NEWARK, 768 Broad street, was chartered in 1831, and organized under its national title, June 9th, 1865.

THE NEWARK CITY NATIONAL BANK, Broad, corner of Clinton street, originally commenced business, December 1st, 1851, under the general banking law of the State: was chartered in March, 1865, and organized as a National Bank, in June of the same year.

THE ESSEX COUNTY NATIONAL BANK, 753 Broad street, was chartered, March 12th, 1859, and organized under its National title, June 3d, 1865.

THE FIRST NATIONAL BANK OF NEWARK, Broad, corner of Market street, was organized, June 26th, 1863. At present, and until the completion of its new building, the Bank is located at 762 Broad street.

THE SECOND NATIONAL BANK, 772 Broad street, was chartered, April 5th, 1864.

THE MECHANICS' NATIONAL BANK, Broad, corner of Cedar, chartered, May 15th, 1871.

THE MERCHANT'S AND MANUFACTURER'S NATIONAL BANK, was organized also, in the same year.

THE AMERICAN TRUST COMPANY OF NEW JERSEY, 738 Broad street; was incorporated, April 1st, 1869, with subsequent additions approved, February 23d, 1870, and March 28th, 1871. The principal office to be located in Essex county. The Company receive money on interest; accept and execute trusts; take the custody, charge and management of real or personal estate; receive on storage, bullion, plate, or merchandise; advance money on securities; aid by loans, contractors and manufacturers; and offer many other securities and advantages to the public.

REPUBLIC TRUST COMPANY OF NEWARK, N. J., 810 and 812 Broad street, corner of Mechanic, is a similar institution to the American Trust Company, and was chartered in March, 1869. Apart from the convenience afforded by these Companies, in the receipt of deposits, and paying interest on the same, they present invaluable features, as agents, trustees, guardians, &c., affording as they do, permanency, constant and responsible supervision, and guaranteed security.

SAVINGS INSTITUTIONS.—Of these, there are five in the city, all successful and perfectly reliable. Most of them take on deposit the smallest sum known to our currency, allowing interest on interest, as it matures. *The Newark Savings Institution*, Broad, corner of Mechanic street, was incorporated, February 25th, 1847. *The Howard*, 742 Broad, on March 6th, 1857. *The Dime*, 745 and 747 Broad, March 10th, 1864. *The People's*, 443 Broad, March 14th, 1871, and *The German*, March 18th, 1871.

THE PRIVATE BANKERS of the city, are also in every respect trustworthy and reliable, conducting their business on sound principles, affable and willing to accommodate, and therefore deserving of all the success which has attended them.

INSURANCE COMPANIES.

The people of Newark are as much interested in the character and stability of our Insurance Companies, as in that of the Banks. However efficient our fire department may be, and we have already seen that there are few, if any, in existence more efficient, there are times and circumstances, when devastations by fire are beyond their prevention or control; then, as a rule, the stay of property owner, merchant and manufacturer is in the Insurance Companies. A prolongation of *life* is equally as uncertain as immunity from *fire*, and those who desire to have their families provided for, have an equal interest in the stability of the institutions in which they insure. In this connection it is with the most sincere pleasure that we are able to say, without one qualifying word, that in stability, and promptness, and in the integrity of their office bearers, the record of the Insurance Companies of the city, Fire and Life, are without a stain.

The Insurance Companies of Newark are *home* institutions, doing a legitimate, and mainly a home business. Their stock is owned, and companies officered and directed by well known citizens.

It is undoubtedly true that the main security of the policyholder lies in the integrity of the management of the Company giving it. This being right, all is right; and it may be stated as a fact, of which Newark may well be proud, that from the settlement of the town, till the present, no Bank, Trust or Insurance Company has ever failed here. As a rule, these companies have not accumulated very large amounts of money; nor have they distributed their earnings in large dividends to their stockholders; nor in large salaries to their officers. They are as a whole, managed with economy. Their rates are kept as low as the security of the policyholder will admit; their business is kept well in hand, and whatever may be their surplus earnings, they are held for the good of those who may suffer disaster by fire. When the terrible catastrophe at Chicago last year, swept over the country like a tornado, sweeping away millions of insurance capital, our Newark companies were but slightly effected. Facts like these, should attract the attention of those seeking Insurance, to these home institutions, and by patronizing them, effect the double purpose, of strengthening home institutions, and securing perfect indemnity as well.

Of these, may be instanced as representative of all, the Mutual Benefit Life Insurance Company, which is without doubt, one of the most solid Institutions of its kind in the United States. In its financial condition, in its prudent and admirable management, and in the high character of its directors, and office-bearers, it has probably no superior in the world. Its business includes every State and Territory in the Union, and its gross receipts for the past year, were near seven millions of dollars. Its previous gross assets were over twenty-two millions, to which last year were added two millions more, or in all, the immense amount of twenty-four millions of dollars. These assets are securely invested, and held faithfully for the good of the members.

Our oldest Insurance Corporation is the Newark Mutual Insurance Company, chartered in 1811. The Company was organized in 1810, a year before the charter was issued. Its first secretary was Chief Justice Hornblower; the first trustees, James Vanderpool, Seth Woodruff, Robert B. Campfield, and its first policy of Insurance was issued on the 14th of May, 1810, to Isaac Headley, for \$1,000, "on his house and kitchen, situated in Market street, in the town of Newark."

THE MECHANICS FIRE INSURANCE COMPANY, 770 Broad street, chartered, in 1824.

THE NEW JERSEY FIRE INSURANCE COMPANY, 760 Broad street, chartered, in 1834.

THE AMERICAN MUTUAL INSURANCE COMPANY, 746 Broad street, chartered in 1846.

THE FIREMEN'S MUTUAL INSURANCE COMPANY, 755 Broad street, chartered, in 1855.

THE MERCHANTS MUTUAL INSURANCE COMPANY, 776 Broad street, chartered, in 1858.

THE NEWARK CITY MUTUAL INSURANCE COMPANY, 191 Market street, chartered, in 1860.

THE PEOPLE'S INSURANCE COMPANY OF NEWARK, NEW JERSEY, 740 Broad street, chartered, in 1866.

THE CITIZENS INSURANCE COMPANY, 443 Broad street, chartered, in 1869.

THE MUTUAL SAFETY INSURANCE COMPANY, 807 Broad street, chartered, in 1869.

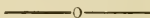
THE HUMBOLDT INSURANCE COMPANY, 753 Broad street, chartered, in 1870.

THE GERMANIA MUTUAL FIRE INSURANCE COMPANY, 781 Broad street, chartered, in 1870.

THE HIBERNIA MUTUAL FIRE INSURANCE COMPANY, 179 Market street, chartered, in 1871.

THE MUTUAL BENEFIT LIFE INSURANCE COMPANY, 752 Broad street, chartered, in 1845.

THE NEW JERSEY MUTUAL LIFE INSURANCE COMPANY, 186 Market street, chartered, in 1863.



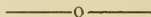
BOARD OF TRADE.

The Board of Trade of the city of Newark was incorporated, March 10th, 1869. The object of the Corporation is, "the promotion of trade; the giving a proper direction and impetus to all commercial movements; the encouragements of intercourse between business men; improvement of facilities for transportation; the diffusion of information concerning the trade, manufacture, and other interests of the city of Newark; the co-operation of this, with similar societies in other cities, and the promotion and development of commercial, industrial, and other interests of the

city of Newark." Its membership comprises very many of our best business men, whose influence has unquestionably infused into our people a more active and progressive spirit, than they have ever shown before. Its field of action is more particularly at home, and in furthering the interests of our own city. It has labored diligently for this purpose, and by direct and judicious action has striven to improve our trade, extend our industries, remove onerous burdens, and encourage plans for the general good. Its course, during the past winter, on these and kindred matters, has been beyond all praise. It will be remembered, how frequently the privileges of its meetings have been extended to the general public, and how, by inviting intelligent co-operation on subjects of general interest it gathered around it, the sanction of the whole community. Notably so, in the lucid exposition by Mr. A. M. Robison, of the projected Ship Canal; the powerful help given in obtaining free roads; the invitation extended to the Japanese to visit our city, and inspect its manufactures; a visit, the expense of which, was borne entirely by the Board, and which may result in large benefit to Newark, by opening up an extended trade, with that advancing country; and now, while giving active assistance to the Newark Exposition, to be held in August, next, its members are engaged also, in doing honor to Newark's representative men, in the erection of a monument to the late Seth Boyden, the first maker of Patent Leather, in the United States, the pioneer of our iron industries, the inventor of machines that have given wealth to thousands.

But the Board, as becomes the third manufacturing city of the Union, has a wider field of action. By uniting with that comprehensive organization, the *National Board of Trade*, it looks to, and acts in the interest of the whole country. Union and concentrated action govern the world in our day. The commerce of America, so wonderful in its individualities; so vast in its proportions: so exacting, yet so delicate in its choice of avenues of transportation, can be controlled and guided only to the highest advantage, by united, intelligent and consistent action. Its mighty and ever swelling tide has a thousand markets; a thousand channels through which to flow, and is sustained by the intellect of thirty million of eager workers, but its votaries are so scattered, sometimes their interests are so antagonistic, and the best means to the best end so difficult of solution, that the requirements of trade demanded a National organization, as a great central mechanism for the help and guidance of the whole. The movements and utterances of individual boards, uniting wealth, public spirit, and great knowledge of business, while they might make an impact on public measures, and give a hopeful impetus to commercial affairs in their own locations, are too isolated and distant to achieve the highest good. Delegates however, from individual boards, representing the collective wisdom and experience of a commercial nation, could scarcely fail in their deliberations, to give the fullest and truest aid to every section, and hence the *National Board*. In the deliberations of this body, the influence of that of Newark has been already felt, its co-operation has been cheerfully accepted, and one

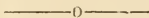
aim and object of its ambition is, "to sustain and extend the Association, and make it worthy a high place in the National Board, and one whose beneficent influences shall be felt and known throughout the land." We cannot help remarking, that it should be the pride of all our merchants, to ally themselves with the Board of Trade; to cherish its reputation, and improve its usefulness. Col. R. S. Swords, is the corresponding secretary of the Board.



REAL ESTATE.

The decline or steady rise of real property is generally a sure index to the prosperity of a city. Judged by this standard, one of the most marked features of the present condition of Newark, and the estimation placed upon its future, is to be found in recent sales of Real Estate. At no period in its history, has real property declined; on the contrary, values have always had an upward tendency, but at no period has the activity in transfers been more constant or satisfactory, than in 1872. It has become a question in consequence, whether the advance is a solid and permanent fact, or an evanescent excitement. Some who see lots sold for thousands to-day, which they could have bought for hundreds, as it were but yesterday, stand amazed at the rate of progression. But in truth, there need be no question or amazement in the matter; the city is no longer a village, nor even a petty town; in population and wealth it is the *thirteenth* city in the United States; in manufactures the *fourth*, and in proportion to the whole population of people engaged in manufacturing industry, the *first*. It must be remembered, that there are no drones in our hive. Engaged as all our people are, in remunerative industry, the workmen, as well as the manufacturers themselves, are gradually enabled to buy, or build themselves a home. The wealth, prosperity and industry, therefore of our city *per se*, warrants all the increase that has taken place; but it must be remembered further, that so long as New York continues the commercial metropolis of the Union, and that is likely to be for all time, so long as her surplus population want pleasant homes, combined with unfailing and ample facilities for travel to business, just so long will they seek and pay for our lots and acres, and that, for the very simple reason that nowhere else can they find superior advantages. But still other elements enter into the consideration. Stability in the value of real estate depends largely on the character of municipal improvements. If these be judicious and comprehensive, and at the same time not made baneful by excessive expense, they must augment and maintain prices. The improvements in progress in our city are not open to reasonable objection in this respect. The excellent system of sewerage so largely going on, is imperatively required, and must result in a decided melioration of our already healthy climate.

The policy of the authorities in opening and grading streets, thus leading to actual settlement, as well as actual sales, is equally commendable. Any one who will take the trouble to inspect the suburbs, will not only find an infinity of houses going up, but everywhere also, new streets being opened and graded, hills cut down, hollows filled up, and a wilderness of straight level lines gradually meeting at right angles. At a cursory glance these seem straggling and all irregular, but on a closer inspection, showing unity of design, the mapping out as it were, of the future elegant street of a more populous city than many of our inhabitants even dream of now. Nor must the changes in the older portions of the city be over looked. From the centre to the circumference, extensive alterations are in progress; but they are in sections that have long and badly needed improvements. They add alike to the convenience of the people, and the value of the property, and lead besides to the adornment of our streets, with better houses and a more pleasing architecture. Like a girl of rapid growth, emerging from the tall angularities of youth to the rounded form of womanhood, the city in every part is being filled up and moulded into symmetry, and the citizen will soon look with increased pride on the most beautiful city in the State. We cannot undertake to indicate the prices in Real Estate in any part of the city. These vary greatly of course in different localities. Compared with the prices of a few years ago, lots are high; relatively to prices in other cities of similar advantages, they are not so; and property can be both rented and bought at lower prices than obtains in neighboring and much smaller places, possessed too, of fewer advantages. Equally futile, would it be to attempt to advise as to the most desirable portions for residence or otherwise. Unlike most cities, Newark is extending to every quarter of the compass, and in almost every quarter, there is either the beauty of locality, or the beauty of utility, together with broad streets, churches, schools, water, horse car facilities and contiguous railroad stations, to recommend them. Roseville to the west, is undergoing a most marvelous development, and offers every attraction. Woodside, with its two thousand acres to the north, presents equal beauties and advantages. Clinton, to the south, offers twelve hundred acres, equal to either, while the lower grounds to the east, are astonishing the oldest citizen in their increasing utility, and in the marvelous enhancement of their value.

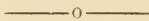


FACILITIES FOR TRAVEL.

Newark has the most ample means for communication, not only with the surrounding country, but with every section of the Union. By numerous lines to New York, we have access to the eastern portion of the United States; by the Newark and Paterson, a branch of the Erie Railroad, we reach Buffalo, the Lakes, and the great northwest; by the Morris and Essex, we find our way to Pennsylvania,

and the west, and by the New Jersey, to Philadelphi, Baltimore, Washington, and the entire south and south-west. By means of these railroad lines alone, the people of Newark can find their way to every section of the Union, where railroads themselves penetrate. The last mentioned line is now a part of the united roads of a Company owning and controlling more miles of rail than any other corporation in the world. Our means of local travel are probably greater in proportion to population, than those of any city in either hemisphere. The single carriages running out of Newark by steam and horse power, to points within a few miles of the city, number *seven hundred and fifty-one*, every day. By steam, eighty-seven trains run daily to New York; thirty to Elizabeth; nineteen to Orange; eleven to Montclair, and four to Paterson; these will average four carriages to each train, or five hundred and seventy-six in all; then there are sixty trips made by horse power to Orange; forty-two to Belleville; thirty to Bloomfield, and forty-three by two lines to Irvington; making in all the number mentioned above. Within a month or so, other two lines of railroad, the Newark and Hudson, and the Midland, will offer further advantages, running more new and handsome cars, both east and west, so that during the present summer the people of Newark will have a *thousand* elegant and well appointed carriages daily at their command, to reach points within ten miles of the municipal borders. A remarkable feature of these facilities for travel, is to be found in the perfect manner in which all parts of the city are accommodated with depots. Five lines cross the river to New York, by six bridges, taking up passengers from twelve stations within the limits of the city as they go. Away in the extreme north, in the lately added section of Woodside, below Belleville, is the bridge of the Montclair Midland line, which will almost immediately give a local station for the accommodation of the people there. Further down, and close to Clark's Thread Factory, is the bridge of the Newark and Hudson line, an extension of the Newark and Paterson branch of the *Erie*, to New York, whose depot will be ready to accommodate a rapidly growing section, by the time of the Exhibition of Newark Industries, in August, next. Then close to the centre of the city, is the bridge of the Morris and Essex road, which gathers passengers from Roseville station on the west, and its own depots on Morris and Essex railroad avenue, on the east. Following, are the two bridges of the New Jersey railroad, the upper taking the large passenger traffic of the Centre street depot, and both affording accommodation for all through and way trains, which gather up the large contributions to the travel of the city from the three stations at Market, Chestnut, and South Broad street. Lastly, there is the Newark and New York road, which gathers its quota from Broad, Ferry, and East Ferry street stations, and running eastward, through a large manufacturing district, crosses the river by its bridge, above the bay. It may be mentioned further, that the Pepack line of railroad from the west, will soon strike the New Jersey line towards Waverly, giving a depot to the extreme south, and still other lines are in contemplation. Stations are thus distributed throughout the entire city, giving facilities,

not only to travel going eastward, but to that also, going in every direction throughout the State, and to every part of the Union, however distant. With such perfect accommodations it is not wonderful that the people of Newark travel much, or that those of our neighboring, over populous city, should plant their homes and workshops in a quarter which affords such pleasant, rapid, and perfect means of travel.



COMMERCE.

As the Commercial centre, not only of an extensive agricultural region, but of a cordon of active and populous towns, the trade of Newark ought to be very large. It is so, in fact, but not to the extent that might be expected. In respect of local trade, the city is peculiarly situated. Its own people are attracted to a considerable extent by the large stocks, and apparently better chances for obtaining cheap goods offered by the merchants of New York, to which access is so easy and so frequent; and though the magnificent country and numerous towns around are to a large extent tributary, yet the amount of business done might be largely augmented, to the benefit of all our people by a determination, all things being equal, to encourage home trade, and buy in our own market. It is a question, whether in all cases, the time used, the fare spent, and the purchases made of inferior goods, because they appear to be cheaper than those at home, do not counterbalance all the little gain the buyer is supposed to make. In every department of business, we have as elegant and busy stores, and as choice selections of goods as are to be found anywhere to-day. Our merchants are as affable and attentive, and as capable of supplying all the wants of our people, on terms just as reasonable and accommodating in point of cheapness and quality, as the store-keepers of the sister city.

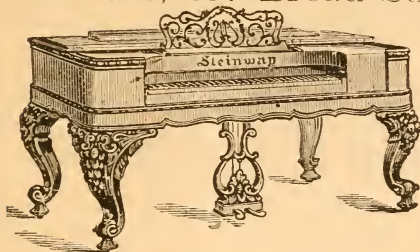
From the causes above indicated, our wholesale trade is also, more limited in extent than it ought to be. The perseverance and energy of those engaged, and their high character as business men, alone command the very large patronage with which they are favored. Our proximity to the immense establishments in New York is a stubborn fact to deal with, and individual intelligence and energy must be brought to bear to combat it. It would almost seem as if we were destined to be, and continue, rather a Manufacturing, than a Commercial city. It is rather a strange fact indeed that the two seldom go hand in hand, and should it so continue, there is this satisfaction, that manufactures are the more remunerative pursuit of the two; they may not outwardly attract the eye, or claim the admiration which miles of wharves and fleets of ships command, but when prosperous and steadily followed, as in Newark, the comfort and welfare of all classes of citizens are more general and assured.

The Coastwise and Foreign Commerce, from our own docks was larger a few years ago, than is to-day. Several causes have contributed to this; mainly perhaps, the opening of the canal, and the introduction of railroads into the city. Our own people also, threw away such opportunities as they possessed. Offices and warehouses for manufactures were removed to New York; insufficient dredging of the river followed, and a mistaken outlet for sewerage, still further began to fill up our already too shallow river. Commercial statistics are not accessible, nor are they necessary in a work of this character, but vessels are still largely freighted here, and the questions recurs, is it necessary, or best, that our Commerce should be neglected, or allowed to languish? Has the time not rather come when it should be energetically renewed? Would it not be well for our manufacturers to revive the oldtime system of home warehouses for sale, as well as factories for production? Will not the merits of our productions command attention, and bring purchasers also, by their immense variety? By this means, would not our manufactures flourish equally, and our Commerce indefinitely increase? These are questions for our people to consider. For ourselves, we believe our location and the energy of our people amply sufficient for the task. Newark is already known, wherever Commerce flourishes. Invoices, dated from Railroad avenue, Market street, or the Hedenburg Works, are office words in almost every country where civilization flourishes. Are our goods better or cheaper, because sent through another city; or is it at all necessary to pack them here and cart them to New York for shipment? The truth is, that that port is already over crowded; storage and wharfrage are excessive; railroad freight stations are gorged to repletion, and no movement of ours to sell and ship our goods from our own doors, would injure that city one iota. On the contrary, her merchants who have their factories here, would be likely to hail the effort, and take advantage of it to their own benefit. Thoughtful men realise this, and the Industrial Fair, to be held in the month of August, next, is the first great movement with a view to increased home sales and shipments.

It was shown during the recent agitation for free roads, that a thousand teams a day were not sufficient for our cartage to New York; indicating one would think, the necessity for a large merchant marine of our own. The first and most important thing in this connection, is the improvement of river navigation. In so far as railroads are concerned, our opportunities are ample, unless in the matter of freight stations, and storage, which the companies will not be slow to supply upon demand. The Passaic can be made sufficient for a very large tonnage, and a movement to assist us in that respect has already been made. Twenty-five thousand dollars have been appropriated by the Legislature for its improvement, and more thorough plans for the removal of obstruction recommended in the report of a survey recently made by Col. Newton, of the United States corps of engineers, to the General Government. The limit of improvement is a mean depth of seven feet at low water, and ten feet at tide. Col. Newton says: that the river presents a succession of pools formed by bars or dams, composed

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FINE CAMEO AND

Amethyst Seal Rings,

DIAMOND CLUSTER,

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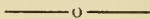
principally of boulders and loose stones or gravel, extending entirely across the bed. The principal of these, are middle bar, opposite Mount Pleasant Cemetery, Belleville bar, opposite the Second river, and Rutherford bar, at Rutherford Park. The removal of these and the construction of the necessary dykes to maintain the channel, are estimated to cost, \$151,349, or by omitting dykes at Belleville and Rutherford Park bars, and by decreasing the width of dredging through the upper bars, to a width sufficient for the passage of one boat only, the cost would be reduced to \$123,925, and still such improvements secured as would be sufficient for a large navigation."

But if Newark continues to grow and maintain former rates of increase in population and manufactures, the river will be totally insufficient for her wants. In view of this contingency, a company was chartered some years ago for the building of a ship canal, which is intended to run from Thomas street, a little east of the southern end of New Jersey railroad avenue, through the meadows, bay, and Bergen hills, into New York bay. The canal is intended to be two hundred feet wide, and twenty-two feet deep, with ample wharves, and two streets on either side, each one hundred feet in width, the whole forming a line of six hundred feet wide, running from almost the centre of the city to the bay. There can be no doubt that this would speedily result in attracting Commerce, and in a demand for factory room in all the low lying region between the river and the proposed canal, when would arise the necessity to utilize also, the bay and river front. Wharves would be erected sweeping clear round, from the canal to the Zinc Works, which would facilitate the drainage of the entire marshy district, between these two points, and its immediate application to the uses of factories and stores. Perhaps the benefits of this ship canal must remain a matter of opinion, till results attest its value. It is believed by some that its frontage on New York bay would give increased dockage, *there*, rather than additional advantages for shipment, *here*; but that is scarcely possible, because the business of the docks in that quarter would largely depend on their connection inland, with our own city, and its waters would necessarily be used by us in proportion to our needs, independent of the benefits conferred upon the Commerce of a neighboring port.

Apart from this canal, however, the one grand improvement which in the course of years, must inevitably come, is a comprehensive system of wharfage along the banks of the bay, continued inland, as far as may be necessary by the river. For solidity and permanency, stone masonry would of course be necessary, and a depth of twenty-four feet obtained by dredging. It is true, the cost of such improvements would be very large, but the enhancement of property would repay it all, add to the resources of the city, and impart tenfold benefits to other interests beside. Commerce would as surely be attached to a city of such varied productions, as the needle is drawn to the pole. It would be the commencement, too, of a multitude of other improvements, the reclamation of the meadows; the attraction of our factories to that portion of the city best suited for them, and nearest to the point of

shipment; the consequent improvement in the cleanliness and beauty of the higher grounds, by the removal of many factories now in operation there; the giving of admirable outlets, by flood gates, for our sewerage, and the amelioration of the health and comfort of our entire people.

All the improvements we have indicated, would be of early and easy accomplishment, if our manufacturers would encourage or associate with themselves, men of good business knowledge and practical experience, who would devote their time to sales and shipping, while they attend to production. It is but a matter of changing a shipping and warehouse front across the hill from the Hudson to our own bay. If wharves pay there, why should they not pay here, where the labors of forty thousand active producers require constant transportation? It would not only pay, but the certain result would be an actual doubling of the ratio of the growth and prosperity of the city.



MANUFACTURES.

The prosperity of Newark and the comfortable condition of its people, are entirely owing to its manufactures. The right application of industry is the wealth of cities, and Newark has found the key to the problem. Lying under the wing of the largest market in the Union, with unbounded shipping facilities from its very doors to every quarter of the globe, in close proximity to the great iron and coal fields, with ample room for extension, with low taxation, and with a people thrifty, orderly and industrious, its manufactures have had a steady and remunerative growth. Under the superior labor and skill of its artisans, they have overleaped the boundaries of the United States to find markets in every country known to commerce. It is true, it owes much to the help and example of a powerful and enterprising neighbor; but its own people have been quick to see for themselves, not only that manufactures are adapted to its situation, but that, having a great and permanent relation to all other industries, they must necessarily have a direct bearing on individual prosperity. The result is a successful prosecution of almost every branch of manufacture, great individual wealth, and wide spread comfort among all classes.

In the history of the United States, it has invariably been found that domestic manufactures have commenced with the first settlements, and aided their progress in their earliest stages. For the first hundred years and over of its existence, it was so in Newark. Clothing and textile fabrics were altogether family made, and the flour mill, the blacksmith, the wagonmaker and the shoemaker, did the rest. This state of things existed till after the Revolution, at which period the active pioneers of manufacturing industry, repressed throughout the long period of colonial history, began to be found at all the desirable points throughout the Union. Not

much had been accomplished in Essex county, up to 1810. In that year the first regular effort was made to investigate the condition of American Manufactures. In accordance with the instructions from the Hon. Albert Gallatin, secretary of the treasury, to Mr. Tench Coke, of Philadelphia, that gentleman prepared a statement based on the returns of the census of 1810, from which we have compiled the following table of the Manufactures of Essex county, as they existed at that period.

TABLE OF MANUFACTURES IN ESSEX COUNTY, NEW JERSEY, IN 1810.

ARTICLES OF MANUFACTURE.	NO. OF FACTORIES	PRODUCT.	VALUE.
Blended and Unnamed Cloths & Stuffs.	....	201,836 yards	\$ 160,000 00
Woolen Goods in Families	....	43,000 "	40,000 00
Looms	763	.....	.....
Carding Machines	26	.....	.....
Fulling Mills	....	43,000 "	.....
Drawing and Roving Machines	1	.....	.....
Spindles	9,900	.....	.....
Fur Hats	....	26,150	75,480 00
Blast and Air Furnaces	1	324 tons	14,172 00
Bloomeries	17	609 "	3,338 00
Naileries	3	31,360 lbs	3,136 00
Large Screws, Steel Springs, &c.	....	.....	15,000 00
Tin Plate Work	....	.....	29,250 00
Plating Manufactories	....	.....	15,000 00
Tallow Candles	....	.....	11,529 00
Soap	....	.....	3,846 00
Leather, unnamed	....	.....	51,970 00
Boots, Shoes and Slippers	....	324,775 pairs	400,000 00
Flaxseed Oils	....	18,800 gallons	18,800 00
Distilleries	82	307,310 "	153,650 00
Breweries	....	17,600 "	6,600 00
Carriages, made	....	.....	129,500 00
Paper Mills	10	.....	17,850 00
Potteries	....	.....	27,750 00
Drugs	....	.....	30,000 00
Book Binders	1	.....	.....
TOTAL			\$1,210,471 00

It will be observed that cloth at this time was all home-made, the number of looms and carding machines being given. All the woolen goods are expressly stated to have been made in families, and every yard appears to have been sent to fulling mill, to be fulled. An immense number of small distilleries appear to have sprung up at that period. Since, however, breweries and distilleries have changed places. There is not now a single distillery in Newark, while breweries are numerous and their product immense. Carriages had already begun to be made, and boots and shoes were quite largely manufactured. Had Mr. Coke's investigations been made a decade earlier, the total product would of right have belonged to the town, but a large per centage must be placed to the credit of Orange and other townships, erected out of our territory in the beginning of the century. The article of hats, is an instance. About the period under consideration, a Mr. Rankin, who had been engaged in that branch of manufacture in Elizabethtown, removed to Newark. His friends attempted to dissuade him from

the step, on the ground that the people of Newark were supplied with their hats by Orange. Paper mills are another instance, we have even now none in the city, though several in the county."

In the year 1826, on the occasion of a jubilee held by the people of Newark to commemorate the Fiftieth Anniversary of American Independence, a census of the town was taken by Isaac Nichols, assessor. It appears to have been very carefully done, and we present that portion referring to factories and trade. The number of workmen in factories were very small, but the beginnings of a large proportion of our present manufactures were in existence as individual industries. There were—

Three Iron and Brass Foundries, twelve workmen; one Cotton Factory, six workmen; three Tin and Sheet Iron Factories, nine workmen; one Coach Spring Factory, ten workmen; one Chocolate and Mustard Factory, eight workmen; one Tobacco Factory, thirteen workmen; one Looking Glass Factory, four workmen; one Soap and Candle Factory, four workmen; one Earthen Pottery, three workmen; one Rope Walk, two workmen.

There were besides, three Distilleries, two Breweries, and two Grist Mills. The number of hands employed, not given. All those employed in trade and other branches, are enumerated as follows:

Shoe Makers.....	685	Bakers.....	15
Carriage Makers.....	64	Carters.....	12
" Trimmers.....	48	Saddle-Tree Makers.....	12
" Painters.....	21	House Painters and Glaizers...	10
" Smiths.....	77	Wagon Makers.....	8
Carpenters.....	89	Trunk Makers.....	7
Chair Makers.....	79	Coopers.....	7
Hatters.....	70	Stone Cutters.....	6
Curriers.....	61	Last Makers.....	6
Saddlers.....	57	Butchers.....	5
Masons.....	46	Plough Makers.....	4
Coach Lace Weavers.....	36	Pump Makers.....	1
Cabinet Makers.....	35	Morocco Dressers.....	3
Tailors.....	35	Brush Makers.....	3
Jewelers.....	22	Gun Smiths.....	2
Blacksmiths.....	19	Watch and Clock Makers.....	2
Plane Makers.....	17	Tallow Chandlers.....	1
Tanners.....	17	Lock Makers.....	1
Silver Platers.....	15	Printers.....	7

In succeeding pages we give some definite idea of the immense extent of our manufactures in 1872. It will be seen from the figures above, that they are almost entirely the growth of less than half a century. Partly this is due to the industry and skill of our people, and partly to their inventive genius, the success of the one being largely aided by the other. Numberless names of successful inventors recur in this connection. The honored name of Boyden, is recorded on the prefatory page historic of not a few of the manufactures of Newark; and though his reward was alone the pride of discovery the skill for adaptation and the genius for successful working, while to others came the rich harvest from his seeding, yet to him belongs the high repute which his fellow citizens are about to acknowledge, in the erection of a Statue to his memory.

Cotemporary, with him silently stands another name, whose inventions have given employment to much of capital and labor in Newark, and added more than the widow's mite to its wealth. Thomas Blanchard, the author of that wonderful machine for wood-turning and bending, an intricate combination of well known mechanical principles, by which gun stocks, shoe lasts, spokes, handles, and bent bent work for carriages are so rapidly and perfectly produced. Three decades ago he came to Newark as a great centre of mechanical effort and success, and from the slow process of chopping and shaving out spokes, &c., his matured inventions have resulted in sales of spokes and wheels to nearly every quarter of the Union, extending to California and its sister market, Australia, together with shipments of no small amount to Great Britain, France and Germany. Following these, we have within a few years seen the smelting process of Ed Balbach, Jr., result in the possession by Newark of the largest smelting works in the United States, the rapid springing up of others through his patent, and gradual gathering of the profits of this vast business to our own city and country. Our people are mostly familiar with the many improvements invented for wood working machinery; the automatic printing telegraph; self-heating sad irons; gas machines; improvements in the construction of safes, and numberless others of great value. So restless, indeed, is the activity of our people, that inventions and improvements are patented at Washington, by the citizens of Newark, at the rate of very nearly ten a month. These inventions are not speculative and fanciful, but, as might be expected from the genius of the people, eminently practical and useful. They embrace almost all the branches of manufacture carried on in the city, and help doubtless to sustain the high character of our productions.

An inspection of the manufacturing establishments of Newark, would absolutely astound and bewilder those unused to such multitudinous activities. Apart from those branches of industry which may be classed rather as Trades than Manufactures, there are eight hundred and seventy-six establishments in operation, employing an average of nearly *thirty thousand hands*, and producing over a thousand articles, so distinct from each other in their character, material or application, as to require separate mention. Properly classed, they represent three hundred and twelve branches of manufacture. If we were to enumerate the smaller articles made; not simply modifications of each other, but of individual use and application, they would number something like five thousand, and if similar articles manufactured from different material were taken into the calculation, certainly not less than ten thousand could be named. These productions have a market in almost every commercial country. Largely so, in the States of the Union, Mexico, Cuba, South America, Canada, Australia, Great Britain, France, Germany, Austria, Russia, China and Japan.

The number of hands we have roundly stated above, as employed in our manufactures, and that can be definitely ascertained, are by no means all the people in the city engaged in manufacturing industry. From actual enquiry, we have memoranda of

twenty-nine thousand, five hundred and forty six, but these do not embrace all, by at least *ten to fifteen thousand people*, who are employed at home, principally in making clothing for our own, and the manufacturers of New York. In some sections of the city, there are hundreds of houses with one, two, five or ten sewing machines, constantly at work in this way. There are no means, unfortunately, of ascertaining the exact number, but an intelligent manufacturer estimates that it is certainly *over fifteen thousand*, and he is probably correct. One manufacturer in New York produces weekly, fifteen thousand each, of coats, vests and pants, five-eighths of which are made in Newark, and numberless other firms do the same thing. This portion of our ceaseless industry is not seen or known to our citizens generally, but it is no less certainly carried on. Suppose we take the smaller estimate of ten thousand persons, it would raise the number of our work people to the enormous total of over forty thousand, more than a third of our entire population, men, woman and child. But this is not all. The census of manufactures, taken by the General Government, embraces many industries which we have regarded as trades, and therefore excluded from our calculations. In estimating the number of hands employed in the manufacture of segars, for instance, we have enumerated those only of ten of the largest firms, whereas there are probably a hundred engaged in a small way and for their own sales. Bakers, Shoe Makers, Stone Cutters, Carpenters, and others, have also been excluded in the same way, and for the same reason. Probably, therefore, the actual producers of Newark are *forty-five thousand people*. At first sight it seems almost impossible to believe that this could be so, but actual facts, compel the belief. Even after actual enquiry, and careful calculation, it would yet be difficult to see how it is possible, but for a recollection of the fact that many branches of manufacture make it desirable for women and children to be employed. A child of either sex can run the machines now in use, producing the most beautiful and delicate textures which formerly, only skilled workmen could make. This accounts for the remark mentioned elsewhere, of the superintendent of the public schools, that forty per cent. of our children never enter the grammar schools. There can be no doubt, therefore, that there is no exaggeration in the estimate, and that relatively to its population, Newark is the first manufacturing city in the United States.

And what of the future? It is no presumption, judging from the past, to prophesy of possibilities. Our population will at least increase as rapidly as it has done, but as business stimulates business, and manufactures attract manufactures, the increase is certain to be very much greater. No spot can offer better advantages. There is nothing to cramp or hinder expansion, there need be no huddling up of work people into tenement houses, there need be no limit to railroad and transportation facilities, and moreover there *is* no limit to that prime necessity of manufactures, fuel for power. Add to these, all the conveniencies of a well governed city, with good streets, adequate police protection, water, gas, and similar attractions, and we may fairly and reasonably conclude that Newark has yet more powerful place to take in the commercial and productive industry of the Nation.

CATALOGUE OF THE MORE IMPORTANT ARTICLES MANUFACTURED IN NEWARK.

Agricultural Implements—Castings,
Cultivators, Feed Cutters, Grub
Hoes, Harrows, Plows, Rollers,
Vegetable Slicers, &c.,
Artificial Stone,

Assayers' and Refiners' Works,
Ash Sifters,
Awnings,
Axles.

Agricultural Implements are quite largely manufactured in Newark, the plow works being the largest. *Assaying and Refining* operations are still more extensive. For the smelting of ores, EDWARD BALBACH & SON have greater facilities than those of any similar works in the United States. They are situated on the canal, at Ferguson street and comprise four very large buildings, with over twenty furnaces, and a product weekly of one hundred and fifty thousand dollars in gold and silver, and over seven hundred tons of pure lead. Mr. Edward Balbach, Jr., is the inventor of a process of separating gold and silver from lead, which may be said to enable the firm to control the smelting of ores throughout the entire United States. Assaying and refining for manufacturers of jewelry, and the refining of jewelers' sweepings is also an immense part of the business in Newark. The firm of L. LELONG & BRO., are the most extensively engaged in this branch. To accommodate their rapidly increasing business, they have recently erected on the corner of Church and Marshall streets, a handsome building of Trenton brick, four stories in height, and fitted up with all the improved machinery necessary for the largest operations. To perfect their arrangements in this respect, the firm spared neither pains nor expense to obtain whatever was most applicable in our own and other cities, to this particular branch of business.

Bag Mounts,
Bakeries,
Baskets,
Bedsteads,
Belts (Leather),
Benzine,
Bits, over 20 different kinds,
Blacksmith's Work,
Blank Books,
Blinds,
Blowers for Foundries,
Boilers (Steam),
Boiler Flue Brushes,
Bolts—Nuts and Rivets, Carriage,
Spring, Tire and Harness,
Bolt and Gear Cutters,
Bone Fertilizers,
Boots and Shoes—Children's, Ladies,
Men's, Nailed, Gaiters, Slippers,
Tie Pumps, &c.,
Boot and Shoe Uppers,
Bows and Felloes,
Brass Foundries—Castings, Har-

ness, Plumbers' and Machine
Work, of every character,
Brass Moulder's Flasks,
Breweries—Ale, Lager, Magnet,
Weiss and Wild Cherry Beer,
Porter,
Brewers' Tanks,
Britannia Ware—Tea Sets, Ice
Pitchers, Butter Coolers, &c.,
Brooms,
Brushes—Dusting, Whitewashing,
Jewelers, Machine, Scrubbing,
Horse, &c.,
Brush Tops,
Buckles,
Buckle Tongues,
Builders—Manfac'ing Stairs, Stair
Railing, Church Furnishing, &c.
Builders' Hardware,
Buckskins,
Burr Machines,
Buttons—Cloth, Horn, Ivory, Steel,
Metal and Pearl.

The manufacture of *Leather Belting* is represented by CHARLES W. WALKER, 288 Market street, whose goods are exclusively custom made, and of oak tanned leather. The merits of the manufacture of this factory are attested by an ever increasing demand. In *Bits and Spurs*, and other goods of that class, JOS. BALDWIN & CO., 254 Market street, manufacture an immense number of first class quality and all hand made. Of some articles they make twenty different patterns, combining strength and safety, in an eminent degree. *Steam Boilers* are a large manufacture by three firms. In this branch, BURNET & LEONARD, 448 to 452 Ogden street, are the patentees of a machine for riveting boilers by steam power. In the manufacture of *Boots and Shoes*, there are twenty-one extensive establishments, employing sixteen hundred and fifty-four hands, and the productions of Newark take rank with the first in the country. In *Brass Work*, there are a large number of firms, with a great variety of productions. Many houses make a specialty of some individual branch, such as saddlery or plumbers' work. HEDGES & BRO., No. 7 New Jersey railroad avenue, and other firms, make a specialty of gas cocks, and fittings for steam, water and gas. GEORGE E. PARKER, 23 River street, and others devote themselves to brass castings and machinery, and BROWE BROS., 16 Bank street, are adding to their business, brass castings of all description. In the manufacture of *Brushes*, four firms are quite largely engaged. E. & W. DIXON, Commerce street, make everything almost in the way of brushes of the best quality, as does also GEORGE GRAFF, of 67 Springfield avenue. *Builders* are a numerous class, and their work of the most superior kind. Of these, the principal and most largely engaged are MEEKER & HEDDEN, Ogden, above Orange street. REEVE, BATTIN & HOWARD, rear of 18 Walnut street, and J. M. SMITH & BRO., 9 Nassau street, the latter manufacturing church furniture, &c., extensively, also. *Buttons* of all kinds are very largely made; there are eight firms engaged, one of which employs as many as one hundred and twenty hands.

The manufacture of *Bone Fertilizers* is represented by the firm of LISTER BROTHERS, by the *Passaic Carbon Works*, situated on the river below the Zinc Works. In this line these works are probably the most extensive in the world. Comprising ten large buildings with immense steam power, the most approved machinery, wagons, freight boats, ample wharfage, and a force of two hundred and fifty hands. Notwithstanding that the production of the Fertilizer itself is immense, it is not by any means the only product. Many most important articles of commerce are also made, such as tallow, bone, charcoal, glue and Egyptian powder. In a sanitary point of view the establishment is one of the most valuable we possess. It collects and utilizes all the bones of the cattle, the meats of which supply the tables of our own, and neighboring cities, removes those unsold in the market, gathers up those left in our houses, and by these means adds to the general health, and renders sweet and clean our streets and houses. The benefits also of the various manufactured products are almost incalculable. One of the principal of these is tallow, the basis of soap, a necessity of cleanliness and personal comfort. Of this article, vast quantities,

beautifully pure, are daily rendered. In the central portion of the works there are numerous vats for the purpose, adequate to the boiling of a hundred tons in twenty-four hours. Another product is bone charcoal, an article indispensable in the rectifying of sugars, and of which these works produce more than any other establishment in the world. Glue is used in hundreds of branches of manufacture. Egyptian powder as a disinfectant has no superior, and the fertilizing product itself is the very life of our fields and gardens. In our country the value of fertilizers are only beginning to be appreciated, and the manufactory of this, one of the best will be more extensive than it has been. It is a branch of industry, however, which is greatly misunderstood, and against which a most unreasonable prejudice has arisen. The early manipulation of bones for fertilizing purposes resulted in many disagreeable odors, which in these works are reduced to a minimum, are indeed practically annihilated, the only thing left being the evolution to some extent of ammonia, one of the most life giving principles in the laboratory of nature. Messrs. Lister at great expense to themselves have so thoroughly brought scientific discoveries to bear on their material and means of production, as to render the works capable of being located in the heart of the city with less inconvenience to the health and comfort of the people than is felt from the manufacture of leather, oil cloth, and other articles, they have duplicate power and other appliances for the efficient production of everything they make, so that no rush can take them unawares; three valuable patents of the firm are in constant operation, by means of which any effluvia is neutralized and overcome within a few minutes after the bones are received, and every after-stage of manufacture rendered pure and sweet, so much in this case that fewer flies, those keen scenters of carrion, are to be seen about the premises than in very many of our houses. The occasions, therefore, are in reality rare, in which the inhabitants of the city are reminded of the existence of the bone works by any disagreeable odors. If at any time an offensive effluvia is felt from the direction of the meadows, the citizens may be very certain that it arises from some other source than the bone works. Dead carcasses are not used in any of the productions, and are not admitted to the works, the bones of cattle gathered from the markets and private houses being the sole material. The receipt of these usually takes place in the morning and evening, the only hours of the day at which anything unpleasant can be felt. It is of course to be regretted that such should be experienced at any hour, but in fact complaints never come from people living near. It is from occasional passengers on board an excursion steamer, whose olfactories, coming in from the freshness of the sea breeze, or the perfumes of a rural trip magnify the evil. Many of us live daily in the vicinity of worse odors which we neither feel nor complain of. Unfortunately with the mass of mankind, a passing source of discomfort is often more potent for condemnation than a life long nuisance, and we have deemed it a matter of justice to notice thus particularly one of our most important industries, because this portion of our book is designed to increase the number of our manufactories, and

prevent the removal to other quarters, of those we have. Establishments such as this, paying large amounts of weekly wages, are what have given Newark the *prestige* of which we are all so proud.

Cabinet Ware,
Cabinet Saw Frames,
Canes,
Canvass Covers for Wagons,
Caps,
Carpets,
Carpet Bags,
Carriages—Light and Heavy, Sul-
kies, Skeleton, and every descrip-
tion made,
Carriage Bodies,
Carriage (Childrens'),
Carriage Cloth,
“ Hardware,
“ Lamps,
“ Locks.
“ Ornaments,
“ Trimmings,
Carving in Wood and Ivory,
Castors,
Casters,
Catsups,
Chains (Curb),
Chairs,
Chamois Leather,
Chemicals—Brimstone, Sulphur,
Sulphuric Acid.
Chemical Pans,
Church Furniture,
Cider,

Cider Mills,
Clothing,
Clothes Lines,
Coffins,
Coffee and Spice Mills,
Coiled Pipe,
Collars (Horse),
Collars (Linen),
Combs,
Compasses and Compass Dividers,
Confectionery,
Cooperage,
Coppersmiths' Work,
Cordage,
Cork Cutting,
Cotton Gins,
Cotton Sheeting,
Cradles and Cribs,
Curing Establishments—Fish and
Meat,
Curled Hair,
Curling Tongs and Irons,
Curtains,
Curriers,
Cut Glass,
Cutlery—Case Knives, Horse Clip-
ppling Shears, Pen and Pocket
Knives, Pruning Knives, Scis-
sors, Shears, Saw Knives, Table
Cutlery.

In the manufacture of *Carriages*, Newark has long stood first in the United States. Fifteen firms are engaged with an immense productions, having a market extending to the old world, as well as the new. The building of carriage bodies is carried on to considerable extent, as a distinct branch, and the manufacture of carriage hardware is also very large. In *Childrens' Carriages*, the extensive and well known firm of COLE & BALLARD, 200 Academy street, are the only manufacturers in the State of New Jersey. With a superior spring, combining great flexibility with strength, lightness, and good taste in workmanship, the beautiful carriages of this firm have a market in every part of the Union. There are a number of excellent establishments for the *Curing of Meats*, and one of fish, in the city. There is nothing finer produced any where, than the hams, tongues, dried beef, &c., of these houses, representative of these may be mentioned C. M. BAILEY & Co., of 83 Boston street. *Cutlery* is also a large industry; the shears, scissors and knives, produced being in every way equal, if not superior to the goods of Sheffield, England. The numerous manufacture of *Cloth-*ing has already been noticed. The card of S. R. JOHNSON, 145 Green street, in this branch will be found on another page.

Desks,
Dies,
Die Sinking and Cutting,
Dog Collars,
Drain Pipe,
Drain Pipe Machines,

Drills and Drilling Lathes,
Drill Presses,
Driving Reins (Fine),
Drop and Lever Presses,
Drum Head Leather,
Dumb Waiters.

The manufacture of *Office Desks* is largely carried on, by WM. HEMMER, whose factory is situated on the canal, north of Bloomfield avenue. At is a three store brick building, containing a large drying room for the thorough seasoning of the lumber used in the manufactory, and fitted up besides with all the best machinery of in use. In addition to office desks, there are largely made here also, cylinder desks, library tables and book cases, all of which are most thoroughly seasoned and of the best workmanship.

Edge Tools—Axes, Adzes, Chisels,
Hatchets, Mincing, Paring, Segar,
and Tobacco Knives, &c.,
Electro-plating,
Elevators (Hand and Steam Power),
Embossing Machines,
Embossing Plates,

Enameled Cloth—Carriage, Table,
Stair, Imitation of Marble and
Wood,
Engravers
Engraver's Lathes,
Engraver's Tools,

Edge Tools are a large and superior manufacture in Newark, the productions being celebrated for their excellence. *Enameled Cloth*, is also a prominent manufacture; several immense establishments with over a hundred men each being engaged.

Fancy Boxes,
Fans,
Faucets and Gates,
Felloe Building,
Felloe Rounding and Planing Ma-
chines,
Felt Goods,
Fertilizers,
Files and Rasps,
Fire Apparatus,
Fire Brick,
Fire Engines,

Fire Signals,
Flags and Banners,
Flour,
Flour (Prepared),
Fluting Machines,
Fluting Scissors,
Fur Cutting and Blowing,
Furnaces,
Furniture—Bedroom Sets, Tables,
Bedsteads, Lounges, Parlor Sets,
Sofas, What-Nots, &c.

JOHN SOMMER & Co., 8 to 12 Pearl street, is one of three firms in the United States engaged in the manufacture of *Wooden Faucets*. They turn out an immense number, which are sent to every part of the Union. In brass faucets, Mr. W. H. HEDGES, of the firm of HEDGES & BRO., is the patentee of a self-closing faucet, that is opened by pressing the lever in any direction, and which closes of itself when the pressure is removed. Seven firms are quite extensively engaged in the manufacture of *files and rasps*. The *Pas-saic Flour Mills of Newark*, is a building that attracts the attention of every stranger on the first approach to Newark. It is eleven stories high to the upper loft of the sloping roof, and has a capacity for production equal to a thousand barrels per day. There are six manufactories of furniture, with some beautiful workmanship.

Gas Fixtures,
 Gas Governors,
 Gas Machines—three kinds Manufactured,
 Gas and Steam Fittings,
 Glass—Cut, Bent, Fluted, Opaqued,
 Ornamented, &c.,
 Glass Trimmings,
 Gig Saddles and Pads,
 Gig Trees,

Globes,
 Globe Valves,
 Glue,
 Gold Foil, for Dentists,
 Gold Leaf, for Book-Binders,
 Gold Pens,
 Gong Bells,
 Gun Castings,
 Gutta-Percha Goods.

The manufacture of *Gas Fixtures* is conducted by several well known firms, that of BROWE BROS., 16 Bank and 24 Mechanic street, being prominent among the number. This house are adding to their business the manufacture of brass articles, which will add still further to the facilities; the working in brass will not be confined to the wants of their own establishment, but castings for all purposes will be made. Apart from the numerous firms engaged making saddlery and harness, the manufacture of *Gig and Express Saddles* is made a specialty by several. GEO. W. MARSHALL, 294 Market street, is the principal representative. Everything made in his factory is of the most superior kind, and of beautiful finish and workmanship. The manufacture of *Glass* itself is not a Newark industry, but all those processes by which it is cut, bent and ornamented, are largely carried on. In the works of J. R. DENMAN, 71, 73 and 75 Barbara street, all these are conducted to perfection. The productions of this establishment took premiums at the Fair of the American Institute in 1870, and at the State Fair in 1871. Mr. Denman's work is noted for great beauty and variety of finish.

Hair Cloth,
 Hair Cloth, Imitation,
 Hair Jewelry,
 Hames,
 Hammers,
 Handles—In Wood, Silver, Ivory,
 Shell, &c., for every article in use.
 Hardware—Builders, Saddlery, Carriage,
 Trunks, Hardware Tools,
 &c., &c.,
 Harness,
 " Blinds,
 " Mountings,
 " Pads,
 " Tools,
 Hats—Beaver, Brush, Cassimere,
 Fur, Silk, Wool, &c.,
 Hat Blocks,
 Hat Bodies,
 Hat Boxes,
 Hatters' Glaze,
 " Irons and Heaters,

" Machines,
 Hearses,
 Heckle Teeth,
 Hoistings Machines,
 Hoist Wheels,
 Hooks and Eyes,
 Hoop Skirts,
 Hoop Skirt Wire,
 Horn Jewelry,
 Horse Collars,
 " Clipping Machines,
 " " Shears,
 " Covers and Blankets,
 Hose—Leather and Rubber,
 Horse Carriages and Trucks,
 Hosiery,
 House Furnishing Goods,
 Hubs,
 Hub and Foot Mortises,
 Hydrants,
 Hydraulic Presses.

Hardware of every variety is manufactured by numerous firms, and to an almost unlimited extent. *Hair Cloth* and *Imitation Hair Cloth* also, in both of which recent improvements of great value have been patented by the manufactures of Newark. The manufacture of *Hats* has attained to enormous dimensions; every description is made, many of the establishments are of a mammoth character,

NEW YORK OFFICE, 217 EAST 23d STREET

J. R. DENMAN,
BENT AND CUT
GLASS WORKS,

71, 73 & 75 BARBARA ST.,

Newark, N. J.

Glass Bent as large as 100x60 in.

FOR OFFICES, BANKS, SHOW CASES, &c.

ESTABLISHED,

1868.



American Institute, 1870.

FIRST PREMIUM

MANUFACTURER OF

BRILLIANT CUT OR GROUND GLASS,

For Churches, Dwellings, Railway Cars,

STEAMBOATS, SALOONS, &c:

Gas and Kerosene Globes, Hand Mirrors,

PAPER WEIGHTS, &c.

Particular Attention given to

Matching, Holes Cut in Glass, Engraving, Lettering,

AND BEVELING.

WHITNEY & HULL,
DOORS, SASHES,
BLINDS AND MOULDINGS,

NO. 15 CLINTON ST.,

W. E. WHITNEY, {
F. J. HULL. }

Newark, N. J.

TUERS & COOPER,

Manufacturers of and Wholesale Dealers in

WHITE LEAD,

ZINC PAINTS, COLORS, VARNISHES,
&c., &c.,

No. 79 Maiden Lane, N. Y.

Factory, Opp. M. & E. Depot, Newark, N. J.

WILLIAM HEMMER,

Manufacturer of

DESKS,

AND

Office Furniture,

Bloomfield Avenue, and Morris Canal,

NEWARK, N. J.

A Large Assortment Constantly Kept on Hand.

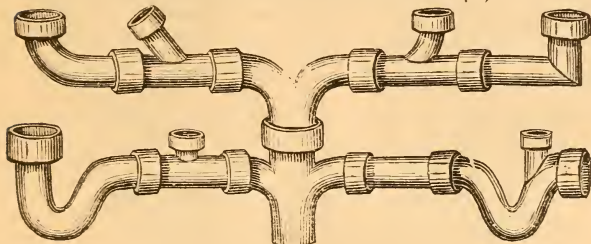
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CHESTNUT STREET Pottery & Drain Pipe Works,

[ESTABLISHED IN 1854.]

Cor. Chestnut & McWhorter Sts.,
NEWARK, N. J.

ATCHISON & OGDEN, Proprietors,
Manufacture Vitrified Stone Drain Pipe,



Stone and Earthenware, Chimney Tops, Garden Vases,
Plain and Ornamental Flower Pots.

ROBERT ATCHISON.

ISAAC OGDEN.

N. J. DEMAREST.

L. F. KEEFE.

N. J. DEMAREST & Co.,

MANUFACTURERS OF

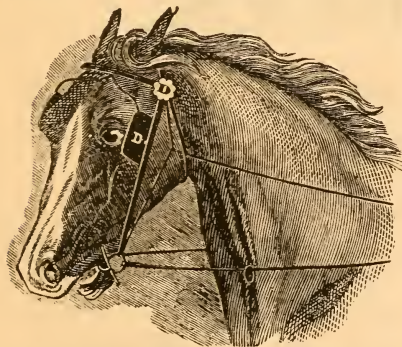
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SPECIALTIES IN

**ROAD,
TRACK,
COACH**

AND

LIVERY.



To Wholesale Dealers and Liverymen, Special Inducements.

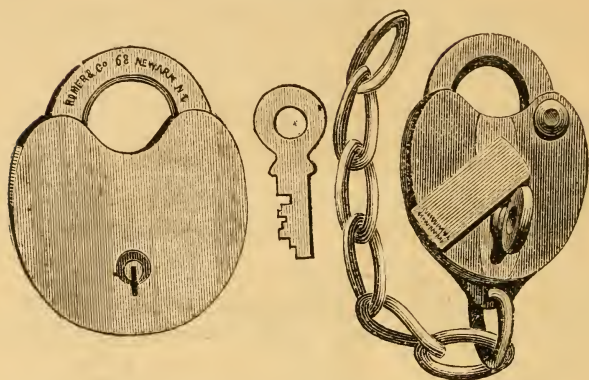
FACTORY & WAREROOMS, 10, 12 & 14 DIVISION PLACE.

[NEAR CENTRE ST., DEPOT.]

Newark, N. J.

ROMER & CO.,

[ESTABLISHED IN 1837.]



MANUFACTURERS OF
Brass and Iron Patent Padlocks,
OF EVERY DESCRIPTION.

Patent Stationary Railroad Car Door

LOCKS,

Patent Piano & Sewing Machine Locks,

— ALSO —

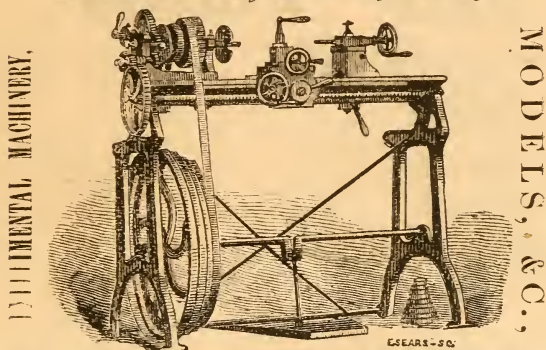
MINERAL AND PORCELAIN DOOR KNOBS, &c.,

Nos. 141 to 145 Railroad Avenue.

NEWARK, N. J.

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W M. E. CASS,
 SUCCESSOR TO JOHN DANE, JR.,
 MANUFACTURER AND DEALER IN
 Jewelers' and Watchmakers' Machinery,
PRESSES, DIES, &c.,



**61 and 63 Hamilton Street,
 NEWARK, N. J.**

S. R. JOHNSTON,

MANUFACTURER OF

CLOTHING,


No. 145 Green Street,

CORNER OF MCWHORTER, **NEWARK, N. J.**

TWENTY-THIRD YEAR.

NEWARK JEWELRY STORE,

New Location, 908 Broad Street.

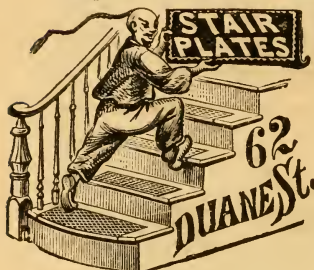
Geneva Stem Winding Watches of the finest quality, Waltham
 Watches, Elgin Watches, also E. Howard & Co.'s Watches,
 Diamonds and Jewelry, Silver and Silver-Plated Goods,
 Gold, Silver and Steel Spectacles and Eye Glasses.
 A large variety of patterns for Hair Jewelry. French and Amer-
 ican Clocks. Watches, Clocks and Jewelry repaired in the
 best manner. Engraving done to order.  Second
 Block from the Newark and N. Y. R. Station.

RICH'D SMITH.

STAIR RODS,

AND

Stair Plates.



New and beautiful designs in
Antique,
Bronze,
Silver, and
Fire Gilt.

We would call especial attention to the

PATENT

PERFORATED ROD,

Which combining two colors of metal, produces an elegance never before attained. To save trouble and annoyance, buy the **DROP FIXTURE**, which is the simplest in the market. Carpet Thread, Binding, Tacks, Upholsterers' Hardware, and Brass and Zinc Stair Plates. Send for Illustrated Catalogue, with prices.

W. T. & J. MERSEUREAU,
62 DUANE STREET, N. Y., & 27 R. R. AVE., NEWARK, N. J

ESTABLISHED 1865.

WILLIAM ROEMER,

MANUFACTURER OF

Handy Traveling Bags,

AND

Patentee of Several Improvements,

35 WARREN STREET,

CORNER CHURCH,

NEW YORK.

Factory at Newark, N. J., cor Canal & Mulberry Sts.

NEWARK Smelting and Refining Works.

ED. BALBACH & SON.

OFFICE: 233 RIVER-STREET,
NEWARK, N. J.

A. P. BALDWIN.

ESTABLISHED IN 1846.

D. MARTIN.

JOS. BALDWIN & CO.,
No. 254 Market Street, Newark, N. J.
SADLERY HARDWARE MANUFACTURERS

FINE WROUGHT ENGLISH BITS, DANIELS' STYLES,

In various grades, of Steel-Polished, Silver and Oreide Plated. Proprietors of the BALDWIN BIT, [Patented May 22, 1868,] to prevent one rein pulling: for easy driving and readily turning the horse, and a Bit that the horse cannot bolt with by holding in the teeth.

SOLE MANUFACTURERS OF

Frost's Patent Flexible Rubber Mouth Bits.

Also, Plain Rubber Mouth and Leather Mouth Bits, Curb Chains, Gilt Martingale Chains, &c. Wrought Bits made in any Style to Order. We manufacture Styles expressly for the Mexican, South American and Cuba Markets.

REEVE, HOWARD & BATTIN,
BUILDERS & CARPENTERS,
REAR OF 18 WALNUT ST.

G. W. REEVE,
L. H. HOWARD,
J. M. BATTIN.

Newark, N. J.



THEO. M. ELY,

SOLE MANUFACTURER OF

ELY'S

Lubricating, Machine,
Screw-bolt, Spindle, Sig-
nal and Brick Oils,

ALSO DEALER IN

Sperm, Lard, Whale,
Elephant, Tanners',
Crude and other Oils.

No. 39 MECHANIC ST. NEWARK, N. J.

PASSMORE & MEEKER,
 STEAM MARBLE AND GRANITE WORKS,

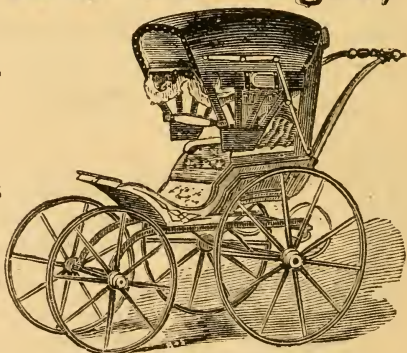


W. M. PASSMORE,
 J. L. MEEKER.

No. 192 MARKET STREET,
 NEWARK, N. J.

COLE & BALLARD,
 MANUFACTURERS OF

Children's Carriages,
 THE BEST,
 EASIEST
 AND
 CHEAPEST
 CARRIAGES
 IN THE
 UNITED
 STATES.



SLEIGHS, WAGONS, VELOCIPEDES, &C.,
 200, 202, 204, 206 Academy Street,
 NEWARK, N. J.

employing individually, three hundred hands and over; with all the appliances of superior machinery, specially invented for the purpose. Hat bodies, hat blocks, and hat machinery are necessarily large manufactures also. *Hoop Skirt Wire* is surprising in its extent; one firm having in operation five glazing machines and three hundred and fifty braiding machines, each with six bobbins, and braiding about one thousand pounds of wire a day. *Horn Jewelry* is also a rather strange article of manufacture, nevertheless some very beautiful articles are made. In the manufacture of *Harness and Saddlery*, there are over twenty firms very largely engaged, and having a market in every quarter of the globe. Representative of Newark harness manufacturers, may be mentioned the firm of N. J. DEMAREST & Co., 12 and 14 Division Place, who employ a hundred hands, and whose productions rank in the very highest order of excellence. Although the factory of this firm is five stories in height, it has become too small for their operations, and larger buildings are in contemplation, a sufficient attestation of the excellence of their manufactures, and of their resources and prosperity. The market for the production of Messrs. Demarest & Co. is not confined to the United States, but extends to Europe, the Indies, Australia and Japan; the Sandwich Islands and South America being also large customers. The firm filled some immense contracts for France during the Franco-Prussian war, in more than one case, making and delivering four thousand sets artillery harness in eleven to twelve working days. On the capitulation of Paris they had under negotiation a contract for the delivery of *twenty-four thousand sets* within forty days. Unvarying excellence, promptness, and activity such as this, are what give Newark manufactures their high standing.

India Rubber Goods—Boots and Shoes, Carriage Cloths, Aprons, Clothing, Druggists' and Stationers' Goods, Piano Covers, &c., Ink, Insoles, Iron—Bank Safes, Bedsteads, Boil-

ers, Castings, Columns, Cresting, for French Roofs, Factory Stoves, Girders, Grates, Lintels, Shutters, Machinery, Railings, Steam Engines, &c., &c., Iron Small Wares,

The manufacture of *Iron Machinery &c.*, in all its departments is one of the largest industries in Newark. There are over a hundred firms, large and small, engaged in the various branches into which the manufacture of iron naturally divides itself, employing about five thousand hands, and with a product of probably greatly more than five millions of dollars. A notice of some houses will be found under the head of machinery, steam engines and boilers; the malleable and grey iron foundries of OSCAR BARNET, may be mentioned here. He has two in operation, one fronting on Hamilton, Bruen and McWhorter streets; the other on Railroad avenue, and Johnson street. The two places are connected with each other by telegraph, and last year turned out over a million pounds of grey, and two hundred thousand pounds malleable castings; the different articles produced being too multitudinous for mention. There are three extensive *India Rubber* establish-

ments, employing four hundred hands. One is devoted entirely to the manufacture of boots and shoes; another to that of clothing, and the third to stationers' and druggists' articles.

Japan,
Jewelry—Boquets of Tri-Colored
Gold, Bracelets, Chains, Guards,
Diamond Clusters, Jet Jewelry,
Lockets, Necklaces, Pins and Ear
Drops, Rings, plain, engraved and

with Sets, Sleeve Buttons, Shirt
Studs, Watch Cases, &c., &c.,
Jewelers' Dies,
" Machines,
" Tools,
" Settings.

Jewelry is one of the most astonishing branches of manufacture in Newark. There are *forty-nine* firms engaged in employing *two thousand, four hundred and fifty-three hands*, enough one would think to ornament the ears, necks, and fingers of all the beauty of the Union, and adorn their admirers with studs, chains and finger rings besides. The world might be challenged to produce finer or more exquisite jewelry than the manufacturers of Newark. Tiffany has no finer or better workmanship than Durand, Richardson and others. Some firms manufacture almost everything conceivable; others make a specialty of some particular branch. Jno. F. Littell, of 21 and 23 Green street, for instance, devotes himself entirely to the making of rings principally for gentlemen, the finish of which are beautiful; while others manufacture only chains, or some other individual article. Gold refining, lapidary's work, and the manufacture of the necessary machinery for jewelers, are necessary adjuncts.

Kindling Wood,
Kitchen Tongs and Lid Lifters,
Kerosene,

Knives—Butchers', Drawing, Pen,
Pocket, Planing, Table, Tobacco,
&c., &c.,

Ladders,
Lamps,
Lamp Black,
Lamp Burners,
Lanterns—Coach, Engine & Stable,
Lantern Trimmings,
Lapidaries' Work,
Lasts,
Leather—Bag, Book-Binders', Carriage, Bridle, Buckskin, Chamois, Morocco, Parchment, Saddle and Harness, Patent and Enameled, Trunk, and in every form in which Leather is Manufactured,

Leather Cloth,
Levels,
Lemon Squeezers,
Life Preservers,
Lightening Rods,
Linen Collars,
Lithography,
Licorice, *en-bloc*,
Locks—Bank, Coach, House, Safe, Piano, Prison, Trunk, Sewnig Machine, &c.,
Looking Glasses,
Looking Glasses & Picture Framse.

Lamps of all kinds are extensively made, of which an important branch necessarily arising from the very large building of carriages in the city, is the manufacture of *Carriage and Coach Lamps*. A beautiful variety of these, together with fire engine signals, are made by RICHARDSON & HALL, 32 Mechanic street, who have every facility for the production of the finest articles in that line. The first *Patent or Enameled Leather* made in the United States was made in Newark, by one of its favorite sons, the late Seth Boyden. The city retains the prestige of the invention, and defies all competition in that now large branch of manufacture. The room in

which the first skin was enameled is still in daily use, by the firm of S. HALSEY & SON, in their manufactory at the corner of Shipman street and Springfield avenue. The extracting of *Liquorice* from the root is a new industry in Newark. A London firm have recently erected extensive and substantial brick works for this purpose on the canal, north of Bloomfield avenue. The roots are gathered on the shores of the Mediterranean sea, principally in Asia Minor and the northern European shores. It is first crushed, then boiled in large iron tanks or vats, and pressed by hydraulic power; all the machinery being made expressly for the purpose. Not being designed for medical purposes, it is not put up as the liquorice of the drug stores, but is run into large boxes containing from two to three hundred pounds in one solid cake. The market is principally in the southern and western States, where it is extensively used in the flavoring of tobacco. A considerable warehouse has been constructed at the Newark liquorice works for the storage of the root, and altogether the manufacture is an exceedingly interesting one. The manufacture of *Locks and Padlocks* is one of great interest and importance, and is carried on by several large firms; principal among these is the firm of ROMER & Co., 141 to 145 New Jersey railroad avenue, who make a specialty of Locks for railroad purposes, such as switch padlocks, and freight and passenger car locks. This firm are the successors of H. C. Jones, the originator of the double acting switch and car lock, and are themselves patentees of several valuable improvements, combining the most perfect security with convenience and ease of action. They have supplied and are still supplying the general government through the post office department with the padlocks for the U. S. mail bags. The most recent novelty of the firm is the already celebrated *flat key padlock*, which they are now manufacturing very largely. Its great beauty consists in the most perfect safety, and the smallness of the key which is scarcely felt in a corner of the vest pocket. They have also just patented an invention which is really a novelty of universal interest and use. It is a lock for the *key hole* of the door locks of stores and dwellings. It consists of a brass cover which fits into and over the key hole with great ease and simplicity but in such a manner that the door lock cannot possibly be opened or tampered with, unless by the use of its own key. The firm are proceeding very rapidly with the manufacture of this most useful invention, which will be placed upon the market immediately. Messrs. Romer & Co., are manufacturers also of piano, sewing machine, and cabinet locks. They issue a very valuable catalogue with seventy-eight illustrations which may be had on application.

Machinery—Boilers, Drain Pipe,
 Hat Manufacturers' Hoisting,
 Hydraulic Presses, Lathes, Paper
 Mill, Pile Driving, Planing, Iron
 and Wood, Presses, Saw Mill,
 Sugar Mill, Steam Engines, Wood
 Working, &c., &c.,
 Machinery—Light, for Jewelers,
 Printers, Watch Makers, &c.,

Machinery Oil,
 Machinists' Tools,
 Machine Twist,
 Mantles—Marble, Marbleized Mar-
 ble, Marbleized Slate and Wood,
 Marble Work,
 Masonic Jewelry,
 Mattresses,
 Mechanics' Tools,

Metal Spinning,
Metalic Signs,
Military Trimmings,
Millinery Boxes,
Mining Candles,
Mining Knives,
Miners' Tools,
Mitre Machines,

Models,
Morocco,
Mortising Machines,
Mosquito Nets,
Moulding Mills,
Mouth Pieces—Metalic and Por-
celain.
Mustard.

In the manufacture of *Machine Twist* there are three firms engaged, the largest being the SINGER COMPANY. It is believed that there is no establishment on either continent so extensive as this, *devoted to that one purpose*. Sewing silk is also manufactured, and a movement is on foot for the manufacture of silk in other branches. In *Machinery and Machinists' Tools* the manufacture is carried on to an enormous extent. The cards of the following houses will be found in other pages. HEWES & PHILLIPS, Ogden street, one of the largest and best machine shops in the United States, whose steam fire engines and other machinery are to be found in monitors and dictators; in oil, cotton, gold, and other regions throughout the United States, and in many parts of Europe, Asia and other countries. SKINNER, LEARY & LINDSLEY, 23 to 27 Lawrence st., making largely, steam engines, derricks, and contractors' machinery, elevators for factories and stores, and many others. J. S. MUNDY, No. 7 Railroad avenue, who makes a specialty of hoisting, pumping, dummy and stationary engines, together with shafting, pullies, hangers, &c. W. E. CASS, 61 and 63 Hamilton street, who devotes himself to light machinery for jewelers, watchmakers, and others, presses, experimental machinery and models. H. W. CHAPMAN, 22 Mechanic street, who also makes fine machinery, models, experimental machinery, dies, &c.; and the large machine shop of HAWKINS & DODGE, 56 Morris and Essex railroad avenue who make extensively amongst other things, steam engines, Crosby's blind wiring machine, Hall's mitre cutter for wood moulding, Dodge's section and force pumps, shafting and hangers, with improved self oil boxes, &c., &c. *Marble Work*, requiring a fine taste for designing and a genius for art, as well as skill in manufactures, is largely and successfully prosecuted by five firms. The most prominent of these is the firm of PASSMORE & MEEKER, whose beautiful marble building on Market street, below Broad, has already been noticed in these pages. The taste and superior character of the work emanating from this house are universally known. Every one is familiar with their handsome monumental work, the constantly new and beautiful designs in mantels, and the perfect beauty of the marble itself which they constantly use. All the modern improvements in machinery adapted to marble working are to be found in the establishment, and a large force of skilled and efficient workmen. The marbles principally used are from Vermont and Tennessee, and the imported from Formosa and Italy. Granites from Quincy, Westerly and Scotland are also extensively worked—beautiful specimens being constantly on hand.

Nails,
Nailed Shoes,
Name Plates,
Naptha,

Neat's Foot Oil,
Nickel Plating,
Non-Conductors.
Nuts and Wrenches,

Quite an extensive manufactory of *Mosquito Nets* has been established on the canal, above Bloomfield avenue, employing about twenty-five hands, and much beautiful machinery driven by steam power.

The beautiful process of *Nickel Plating* with a finish equal to silver, is extensively carried on under the patent of the New York Plating Company, by L. A. Smith, in the rear of 111 and 113 Railroad avenue. In this class of work no one has a better reputation than Mr. Smith, who is also extensively engaged in fire and electro-plating.

Oil Refineries,
Oil Cloth—Carriage, Floor, Stair,
and Table,
Oil Stells,
Oilers,

Omnibuses,
Organs,
Ornaments—Brass, Glass, Iron,
Plaster, Wood, for almost any
conceivable purpose.

Amongst other things, *Oilers* are a most important instrument for the smooth working of the thousands of machines and machinery daily running in a city such as ours. J. H. WHITE, 175 and 179 Chestnut street, manufactures these most extensively of all kinds and sizes, and is sole manufacturer of the Olmstead's improved oilers, the cup of which attached to the spout is to be filled with cotton waste to collect the drip, and thus keep the fingers from being soiled with oil. J. H. WHITE, also manufactures satchel frames and trimmings, baby carriage trimmings, and stationers' and trunk makers' brass work. *Oils—Lubricating or Machinery*, the manufacture of THEO. M. ELY, takes a first rank, having received the first premium at the New Jersey State Agricultural Fair, in 1871. It is entirely free from gum and possesses wearing properties equal to sperm or lard. The beautiful manufacture of *Oil Cloth* is also an extensive industry, many of the firms employing over a hundred hands. Amongst such a multiplicity of productions the labors of the *Ornamental Japanner* finds large occasion for his services. Among these we may notice the workmanship of MR. GEORGE PRICE, 323 Market street, who ranks first in the line. *Ornaments* of every kind are also in a large demand and extensively made.

Packing Boxes,
Pads and Pad Cloths,
Padlocks,
Paints,
Paper Boxes,
Paper Mill Machinery,
Paper—Fancy, Glazed, for Trunks,
Parchments,
Patent Cloth,
“ Enameled Leather,
Packages—Spice Nests, and Nests
of Boxes for domestic and other
purposes,
Pavements,
Patented Articles, in immense
numbers,
Pearl Work—Buttons, Knife Han-
dle, Pen and Pencil Holders, &c.,

Pianos,
Piano Stools,
Planing Mills,
Planers, for Wood and Iron,
Plasterers—Ornamental Work,
Plows,
Plumbers' Work—Plumbs & Levels.
Poles and Shafts,
Portable Hoisting Jacks,
Potteries—Chemical Ware, Churns,
Chimney Tops, Drain Pipe, Flow-
er Pots, Garden Vases, Portable
Furnaces, Stone and yellow Ware,
White and Earthen Ware,
Pully Blocks,
Pumps,
Pump Valves.

The manufacture of *Paints* is carried on by two firms, **TUERS & COOPER**, opposite Morris & Essex railroad depot, may be mentioned as the makers of a superior quality of white lead, &c. *Patent Leather* is a large and important industry already noticed. *Pianos* are made by two firms. **CHARLES BECK**, of No. 12 Green street, makes a most excellent instrument, of which he has a large number for sale. There are four *Potteries* in the city of large extent. Representing this branch, that of **ATCHISON & OGDEN**, at the corner of Chestnut and McWhorter streets, may be indicated. In addition to stone and yellow ware, they manufacture flower pots, garden vases, and those beautiful ornaments, hanging baskets for flowers, now so much in use, and are very largely engaged in the production of vitrified and drain pipe, of which they make numerous sizes.

Rag Engines,
Railroad Tools,
Railroad Conductors' Punches,
Razors,
Refrigerators,
Riding Reins and Bridles,
Revolving Pressure Door Springs,

Rolls—Hand and Power,
Roofers' Material,
Rope and Twine,
Rules,
Rulers,
Russaline.

We desire to call attention to a most superior article of *Riding Bridles*, *Driving Reins* and *Martingales*, made by **JOS. CLEMENT**, 294 Market street. Nothing superior to them is made or imported, as is admitted by every one who gives attention to his manufacture. He also makes largely, and of the same excellent quality of segar and spectacle cases, shot pouches, &c. *Russaline* is a new and beautiful material designed as an economical substitute for morocco and leather, in the manufacture of all articles into which these enter. Carriages, trunks, bags, books, &c.

Sad Irons—Common, Revolving,
Self-Heating, Tailors' Irons and
Geese,
Saddlery,
Saddlery Hardware,
Saddlery Ornaments,
Saddlers' Tools,
Safes—Fire and Burglar Proof,
Vault Linings and Doors, Family
Plate,
Sails,
Salad Oil,
Sand Paper,
Sash, Doors and Blinds,
Satchels,
Satchel Frames,
Saws—Circular, Mill, Drag, Cross
Cut, Ice, Web, Hand, Butchers',
Pruning, &c., &c.,
Saw Mills,
Scales and Weights,
Scroll Sawing,
Sealing Wax,
Segars,
Segar Cases,

Segar Boxes,
Shawl Straps,
Shaft Couplings,
Shaving Machines,
Shears and Scissors, of every de-
scription,
Sheet Iron Work,
Shipwrights' Work,
Shirts,
Shirt Fronts, Collars and Wrists,
Shot Pouches,
Signals for Steam Engines,
Silver, and Silver Plated Ware—
Cake Baskets, Castors, Knives,
Forks, Pitchers, Waiters, &c.,
Sizing,
Skates,
Skirts,
Skirt Wire,
Sleighs,
Slippers,
Small Wares—Brass, German Sil-
ver, Iron, Spun and Stamped,
Soap,
Soda and Mineral Waters,

Solder,
 Solder Grinders,
 Speaking Pipe and Bell Tube,
 Spectacles,
 Spectacle Cases,
 Spokes,
 Spoke and Wheel Machinery,
 Springs—Buggy, Cart, Coach, &c.,
 Spring Punches,
 Spring Bed Bottoms,
 Spun Brass and Iron Work,
 Spurs and Stirrups,
 Stair Building,
 Stair Rods,
 Stationers's Hardware,

Steam Boilers—High and Low Pressure, Portable, Hoisting, Fire, Rag, Stationary, &c.,
 Steam Boiler Flue Brushes,
 Steam Fire Engines,
 Steel Works,
 Steel and Brass Fancy Goods,
 Step Ladders,
 Straw Hats,
 Stone Cutters' Work,
 Stoves,
 Studs—Gold, Pearl, &c.,
 Sugar Mills,
 Surfacing Machines.

Saddlery has been already noticed under the heading of Harness. *Safes* are made by two firms; largely by LEWIS C. LILLIE, No. 46 Bridge street, corner of Spring. In *Sash, Doors and Blinds*, the immense establishment of MEEKER & HEDDEN, Ogden, above Orange street, is at the head. It is a perfect marvel of systematic industry, employing two hundred and seventy-five men, and conducting simultaneously, house, church and bridge building, the manufacture of sash, doors and blinds, planing, scroll and circular sawing, wood turning, &c.; painting, glazing, and finishing everything on their own premises. The works which are of immense extent front on the river with wharfage of one hundred feet, run back to, and beyond Ogden street, one hundred and sixty feet; the various extensive and well-arranged buildings are heated throughout by steam, no fire being allowed anywhere but in the engine room. The only *Saw* manufactures in Newark are RICHARDSON BROS., of the Passaic Saw Works on Railroad Place. This firm, however, manufacture every kind of saw, from the largest to the tiniest fret or lock saw; having such a reputation for quality, as to command a market in all parts of the United States and Canada. There are several very extensive *Saw Mills*, the largest being those of DAVID RIPLEY & Sons, between the canal and river at the foot of Commerce street. The manufacture of *Segars and Tobacco* has attained very considerable magnitude; ten firms being largely, and numberless others in a smaller way engaged. *Silver and Silver Plated Ware*, is among others manufactured by Jos. B. MAYO, 32 Mechanic street, and 16 Bank street, the designs, quality and workmanship being of the most superior kind. *Stair Building* is quite a large branch of industry, also represented by GEO. H. VANDERHOFF, 8 Sixth ave., and others. The manufacture of *Stair Rods* is a large and most important branch, admirably represented by the firm of W. T. & J. MERSEREAU, 27 Railroad avenue, near Market street depot. The factory is a very extensive one, and the process exceedingly interesting and beautiful; every contrivance known to science being employed in the furtherance and perfection of the work. When finished, the rods comprise about eighty different kinds, brass, wood and iron lined, plated with gold and silver, nickel-plated, fire gilt, and bronzed, together with a beautiful article in *papier-mache*. In shape they are flat, oval, octagon, fluted, concave, half round and square, and the styles of ornamentation numerous and novel. The fastenings include loops, bands and

buttons; and a superior fastening recently patented by the firm. Messrs. Mersereau are also manufacturers of dog collars, of great beauty; and of Balsley's patent step ladder, the lightest and strongest article of the kind yet invented. *The Newark Steel Works* produce bars of the first quality, suitable for edge tools and table cutlery. Machinery and agricultural implements, files, springs, and anvils; and also for implements of war, such as swords, bayonets, ramrods and gun metal.

Tables,
Table Covers,
Tacks,
Tanneries,
Tea Trays,
Telegraph Machines,
Thread—Silk and Cotton,
Tin Ware—Japanned, Planished,
and Plain,
Tobacco,
Tobacco Knives,
Tools—Cabinet Makers, & Carpen-
ters' Edge Tools, Jewelers' and

Miners', Railroad, and Saddlers',
Stone Masons, Trunk Makers,
and every other,
Toys,
Traveling Bags,
" " Frames,
" " Trimmings,
Trucks,
Trunk Boxes,
" Hardware,
" Ornaments and Pockets,
Turning in Wood and Ivory,
Twist and Sewing Silk.

In Newark we have two of the largest *Telegraphic Instrument* manufactories in the United States; and also the largest *Thread* manufactory, employing over one thousand hands alone. *Tools* are made by a large number of firms, having an excellent representative in WILLIAM JOHNSON, of the Hedenberg Works, whose productions, especially carpenters' tools, plumbs, levels, screw drivers, gauges, spokeshaves, &c., are of the most superior quality, and unsurpassed in style and finish. A patent adjustment in the plumbs and levels manufactured by Mr. Johnson is remarkable for simplicity, durability and ease of adjustment. Screw drivers are made from steel manufactured expressly for the purpose; and spokeshaves of a superior quality to those imported may be said to be manufactured only in this establishment. Mr. Johnson makes also a large variety of other tools, and articles of use; his list comprising over sixty in all. *Traveling Bags and Trunks* are manufactures that usually go together, and the manufacture of both is immense in Newark. Many of the establishments employ three and four hundred hands, with productions unrivaled in quality as well as in quantity. *Traveling Bags*, however, are very largely made by themselves, or made a specialty by individual firms as in the case of WILLIAM ROEMER & Co., 75 Mulberry street, at the eastern end of Centre Market, whose bags are of the most finished workmanship. The styles of this house are exceedingly beautiful, and the quality kept up to the highest standard.

Ultramarine Blue,
Umbrellas and Parasols,

Urns.

Varnish—Coach, Furniture, Demar,
Shellac, Japans,

Vinegar—Cider, Wine, French,
Vises.

Varnish is also another manufacture of great extent. There are fourteen firms engaged, and probably the annual product does

not fall short of a million of dollars, a larger amount than can be shown by any other city in the Union.

Wagons, of every description,
 Watch Cases,
 Wheels,
 White Lead,
 White Metal Goods—Mountings,
 for all kinds of Glass Ware, &c.,
 Window Shades,
 Winkers,
 Wire Works,
 Wood Working Machinery—Corner

Cutting, Boring, Jointing, Mor-
 ticing, Moulding, Planing and
 Matching, Sawing and Resawing,
 Spoke and Wheels, Surfacing,
 Tenoning, &c., in all about one
 hundred different Machines,
 Wool Mats,
 Wrenches and Drills,
 Zinc Works.

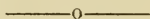
In Wood Working Machinery, the inventions for economizing space and time are numerous and excellent. In this connection there are several new and special improvements made by M. B. TIDEY, of the Hedenberg Works, worthy of mention. Great pains and wonderful ingenuity have been brought to bear in the productions of his machines, rendering them so perfect in all particulars, so compact and light as to leave no room, one would think for further improvement. Mr. Tidey has over twenty most valuable improvements, the most recent of which is a *circular saw table*, with various new and valuable combinations, pertaining to cabinet, pattern and general carpenter work. Also his *cutting off saw*, relative to general use; and a *man-motive power* for circular sawing, and other purposes, designed to supersede anything heretofore produced.

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NEWARK INDUSTRIAL EXHIBITION.

On the 20th of August of the present summer, a *first* exhibition of the various industries of the city of Newark will be opened for inspection. As it is designed to be annual recurrence, a notice of the fact is appropriate to these pages. The arrangements are under the charge of a Board Managers of our best citizens, of whom the following are the officers: Hon. Marcus L. Ward, president, Thomas B. Peddie, first vice-president, Leopold Graf, second vice-president, David Campbell, third vice-president, Albert M. Holbrook, secretary, Isaac Gaston, treasurer. The movement has been endorsed by the city authorities, and the Board of trade. It is certain therefore to result in a series of most interesting expositions of the skilled industry of our citizens, in which every class of people and all sections of the Union may find both interest and profit. From the pages immediately preceding, strangers may gather some idea of the immense variety of our manufactures, and the Exhibition itself will very certainly prove, that in point of quality, they are not only entitled to take rank with the best productions of the Union, but that in many branches they surpass those of any other city. The Exhibition will probably be opened for some weeks and the period of holding it has been expressly chosen at a time when the merchants and business men of almost all the States make their annual visit to New York. The location of the Fair has also been

decided on with a view to economize the time of such visitors as can only spend a limited number of hours in Newark. *The Skating Rink* which is being improved and enlarged for the purpose, is within gunshot of the centre of the city, and within three to eight minutes walk of the stations of every railroad that enters it. There is no time therefore lost in going to, or returning from the grounds. Return tickets from New York costing only *thirty-five cents the round trip*, enable visitors from that city to be in the Exhibition within thirty minutes, and return to their hotel again, if necessary, with ease and comfort in the evening. This can be done through a delightful country, and by the elegant cars of three lines of railroad, connecting with the ferries at Cortlandt, Liberty, Chambers and Desbrosses streets, and running at intervals of half an hour, from early morning until midnight. Direct communication is also had with every other part of the country, and a cordial invitation has been extended by the Board of Managers to all the people of the Union to visit Newark at the time of the Exhibition, and judge for themselves of the variety and excellence of the daily productions of this, the *first* manufacturing city of America, if estimated relatively to population. Mr. A. M. Holbrook, 758 Broad street, is secretary of the Newark Industrial Exposition, to whom communications or application for information can be addressed.



GUIDE.

We confine our Guide to such Offices, Institutions and places of importance as citizens and strangers most frequently wish to visit, and such also as have a definite location. Information in regard to Medical, Masonic and other Societies, will be found in the City Directory.

ASYLUMS, HOSPITALS AND HOMES.

Boys' Lodging House and Children's Aid Society, 144 Market street.

German Hospital, Bank street, above Wallace.

Home for the Friendless, Springfield avenue and Howard street.

Hospital of St. Barnabas, High and Montgomery streets.

Newark Orphans' Asylum, High and Bleecker streets.

New Jersey Home for Disabled Soldiers, Seventh avenue, opposite Factory street.

Protestant Foster Home Society, 284 Belleville avenue.

St. James' R. C. Hospital and Orphan Asylum, Lafayette and Madison streets.

St. Mary's Orphan Asylum, South Orange road.

St. Mary's Hospital, Washington and Bleecker streets.

St. Michael's Hospital, High and Nesbit streets.

Home of the Society for the Relief of Respectable Aged Women, 221 and 227 Mt. Pleasant avenue.

BANKS.

Essex County National, 751 and 753 Broad.
 First National, of Newark, 786 Broad.
 Mechanics National, of Newark, 768 Broad.
 National Newark Banking Company, 759 Broad.
 National State Bank, of Newark, 810 and 812 Broad.
 Newark City National, 756 Broad.
 Second National, of Newark, 772 Broad.
 Merchants and Manufacturers, 764 Broad.
 Merchants National, 703 Broad.

BENEVOLENT ASSOCIATIONS.

Brothers of the Christian School, 70 Nesbitt street.
 Emerald Benevolent Society, meets in Catholic Institute.
 Erina Benevolent Society, meets in Catholic Institute.
 Female Charitable Society, of Newark, N. J., First Directress,
 Mrs. Sarah Graham, 141 Washington.
 Hibernia Provident Society, meets Catholic Institute.
 Laborers Benevolent Society.
 Ladies' Co-operative Society, Hospital of St. Barnabas. First
 Directress, Mrs. A. Q. Keasbey, Clinton avenue and Quinton street.
 Mutual Temperance Society, meets at school house, 33 Mulberry st.
 St. James' Benevolent Society, meets Madison and Lafayette st.
 St. Joseph Benevolent Society, meets at Catholic Institute
 St. Patrick Temperance Benevolent Society, meets school house,
 66 Nesbitt street.
 St. Peter's Benevolent Society, meets Church and Canfield streets.
 Sisters of Charity, 104 Washington street.
 Sisters of the Poor of St. Francis, High and Nesbitt streets.

BUSINESS BUILDINGS AND BLOCKS.

Adelphi Building, south-east corner Market and Mulberry sts.
 City Armory, Orange street, near Broad.
 Compton's Building, 216 Market street.
 Court House, head of Market street.
 Goldsmiths' Hall, Maple, off 44 Green street.
 Hamilton Building, Hamilton street, near N. J. Railroad
 Hedenburg Works, or Taylor Works, Warren, below High.
 Klotz Building, now City Armory.
 Kremlin Place, 870 to 876 Broad street.
 Library Building, 147 to 149 Market street.
 McFarland's Building, Market, corner of Lawrence.
 McGregor's Building, 850 and 852 Broad street
 Masonic Hall Building, 483 Broad street.
 Nassau Works, or Bishop's Factory, Nassau st., cor. Sheffield.
 Newark Catholic Industrial Building, 76 and 78 New street.
 Newark Savings Institution Building, 800 to 804 Broad street.
 Our Building, 657 to 659 Broad street.
 Rhodes' Building, 443 to 445 Broad street.
 State Bank Building 810 to 812 Broad street.
 Union Building, 6 to 17 Mulberry street.
 Wheaton's Block, Market street and Railroad Place.
 Young Men's Christian Building, West Park street, near Broad,

CHURCHES AND MISSIONS.

- First Presbyterian, 818 Broad street, Rev. J. F. Stearns, D.D.
 Second Presbyterian, 25 Washington, Rev. Jos. Few Smith, D.D.
 Third Presbyterian, 911 Broad street, Rev. E. R. Craven, D.D.
 Central Presbyterian, 236 Washington, Rev. Wm. T. Findley, D.D.
 Park Church Chapel, 347 Broad street, Rev. Prentiss de Veuve.
 Sixth Presbyterian, 88 Union street, Rev. M. F. Hollister.
 High Street Presbyterian, 592 High st., Rev. J. H. McIlvaine, D.D.
 South Park Presbyterian, 1035 Broad, Rev. J. P. Wilson, D.D.
 Roseville Presbyterian, 44 Roseville avenue, Rev. C. T. Haley.
 Wickliffe Presbyterian, 137 Wickliffe, Rev. H. N. Brinsmade, D.D.
 Calvary Chapel, 86 Pennsylvania avenue, Rev. Walter Condict.
 First German, 39 Morton street, Rev. J. U. Guenther.
 Second German, 24 Sussex avenue, Rev. W. Strobel.
 Third German, 85 Madison street, Rev. G. C. Seibert.
 Plane street (colored), 235 Plane street, Rev. W. W. Morris.
 Woodside Presbyterian, Woodside, Rev. C. Eddy.
 First Presbyterian (German Missior.) 208 Spruce street.
 Second Presbyterian Mission, 24 Sussex avenue.
 High Street Presbyterian Mission, 154 Baldwin street.
 South Park Presbyterian Mission, 379 Mulberry street.
 Roseville Presbyterian Mission, 19 Bruce street
 First United Presbyterian, 30 Clinton, Rev. Archibald Crawford.
 First Congregational, 29 Clinton street, Rev. W. B. Brown.
 Belleville Avenue Congregational, 76 Belleville avenue, Rev. C. B. Hulbert.
 First Reformed, 211 Market street, Rev. E. P. Terhune, D.D.
 Second Reformed, McWhorter Square, 35 Ferry, Rev. C. Brett
 North Reformed, 510 Broad street, Rev. Charles E. Hart.
 Clinton Avenue Reformed, Clinton avenue, corner Church, Rev. Wm. J. R. Taylor, D.D.
 East Reformed, 475 Ferry street, Rev. Isaac B. Brokaw.
 West Newark (German) Reformed, Blum, Rev. John Weinisch.
 First Baptist, 13 Academy street, Rev. H. C. Fish, D.D.
 South Baptist, 19 East Kinney street, Rev. John Dowling, D.D.
 North Baptist, 145 Orange street.
 Fifth Baptist, 110 Prospect street, Rev. D. C. Hughes.
 Fairmount Baptist, 267 Bank street.
 Mount Pleasant Baptist, 126 Belleville avenue.
 First (German) Baptist, 28 Mercer street, Rev. Henry Trumpf.
 East Newark Mission Hall, Fourth street.
 Roseville Baptist, Warren st cor. Gould ave., Rev. Geo. E. Horr.
 Sherman Avenue Baptist, Rev. Franklin Johnson.
 Pilgrim Baptist, Herman street, corner Thomas.
 Trinity, 608 Broad street, Rev. William R. Nicholson, D.D.
 Grace, 956 Broad street, Rev. Robert E. Dennison.
 Christ, 76 Prospect street, Rev. J. N. Stansbury.
 House of Prayer, 399 Broad street, Rev. Hannibal Goodwin.
 St. Paul's, 456 High street, Rev. Joseph H. Smith.
 St. Barnabas, Sussex avenue, Rev. Wm. G. Farrington.
 St. John's, Woodside, Rev. Samuel Hall.
 St. Philip's (colored), 336 High street. Rev. W. T. Webbe.

WM. JOHNSON, HEDENBERG WORKS,

NEWARK, N. J.

Manufactures the best quality of

P L U M B S

AND

LEVELS,

GAUGES, SPOKESHAVES,

SCREW DRIVERS,

PINKING IRONS,

COMPASSES,

COMPASS-DIVIDERS,

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SARDINE KNIVES AND SCISSORS,

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AND A GREAT VARIETY OF

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Have the Best Adjustment in the
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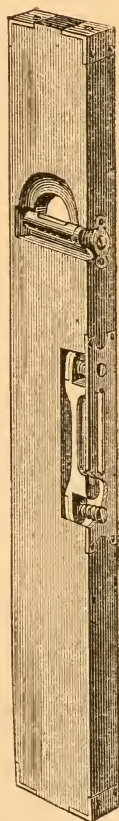
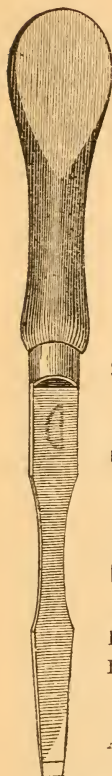
EVERY SCREW-DRIVER

Is Guaranteed, and all are of Superior
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Are of the best quality, and very high
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SEND FOR PRICE LIST AND DISCOUNTS.



SUPERIOR Wood Working Machinery.

M. B. TIDEY,
HEDENBERG WORKS, NEWARK, N. J.

In calling attention to the articles of my manufacture, I would say that having been engaged for the past several years in experimenting and perfecting patterns, with reference to making my Machinery more *especially complete* than any corresponding machinery extant, I am now prepared to offer to any responsible party wanting superior Machinery, to supply them with any which I make, on the condition that the same be given a fair test by use, and if not found more than *one hundred per cent* better than the goods of a like nature made by others, they may return the same to me at my expense.

Some of the articles perfected by me as per the foregoing, are viz :

Cabinet Makers' Jointing Machines. To work from three to sixteen feet long.

Cabinet Makers' Variety Machines. For plowing, rabbeting, jointing, (short pieces), squaring up, chamfering and panel raising, to which also may be applied, an attachment for working the extension slide to any size or form of groove, and the rule joint for table making.

Cabinet Makers' Drawer Corner Cutting Machines. Combining the grooving, chamfering, and other appliances, requisite for doing the entire work in the construction of the drawer.

Cabinet Makers' Sand-Paper Machines, with vertical traversing spindles. With one or two spindles for coarse and fine paper, having detachable cylinders of different diameters for work of different circles.

Cabinet Makers' Sand-Paper Machines with horizontal spindles. With detachable cone forms of different size and shape, and having, also, a drum for surface smoothing, and a sand paper face plate, with guide and slide attachment, for sanding either side or end work, square or at any desired angle.

Cabinet Makers' Double Compound Adjustable Cutting-Off and Dadoing Machines. For cutting off both ends of a piece of stuff of any desired length, and cutting therein any number of dado gains of any desired width, depth, or space at one operation.

Cabinet and Pattern Makers' Combined Rip and Cut-Off Saws. So made that they may be alternately brought into service, and supplied with gauges, slides, &c., for general work.

Iron Frame Swinging Cut-Off Saws. Very complete; four sizes and kinds.

Ripping Saw Tables, of very superior construction; six varieties and nine different sizes, combining various attachments, making the Saw a cutting-off Saw, or to accomplish the various work of plowing, rabbeting, jointing, edging long boards, and cutting stuff to any angle, either in a longitudinal or transverse direction.

Man Motive Power Machine. By which one mechanic and a laborer will do the sawing, plowing, &c., of *five mechanics*.

Sash, Blind, and Door Makers' Plowing, Jointing, Rabbeting, and Panel Raising Machines.

Sash Makers' Meeting-Rail Doretail Machine. By which the work is dovetailed on both sides, coped and fitted by a single operation, ready to go together, requiring no trimming after leaving the machine.

Box and Trunk Makers' Hand Matching Machines. Double and single, and two sizes.

Box and Trunk Makers' Corner Cutting Machines. For various widths of works.

Frame Makers' Mitre and Bevel Cutting Saws. Three sizes. *Adjustable Counter Shafts.* Various sizes.

Expanding Dado and Plowing Cutter Head. A very superior article, made to work any width, from half inch upwards, and from a given to double that width.

Universal Groove and Dado Cutter. Twelve sizes.

Circular Saw Gauges, with bevel and panel splitting attachments. Two kinds and five sizes.

Hinged Journal Cap Circular Saw Mandrels. Twelve Sizes.

NEWARK, JULY, 1872.

M. B. TIDEY.

NEWARK MUTUAL FIRE INSURANCE CO.,

CHARTERED IN 1811,

**Office, 741 & 743 Broad Street,
Newark, N. J.**

ASSETS NEARLY \$500,000.00.

C. M. WOODRUFF, Pres't. JOHN J. HENRY, Sec'y

*This Company is now one of the Strongest Institutions in
the State, and aims rather to Insure its Patrons at a
very moderate cost, than to do an extended and
hazardous business.*

J. H. WHITE,

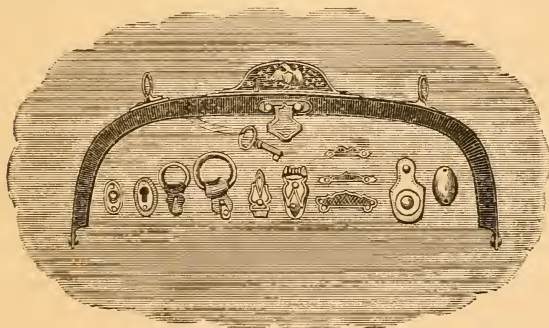
MANUFACTURER OF

Satchel Frames,

SATCHEL AND BAG TRIMMINGS,

Baby Carriage Trimmings, Stationers' and Trunk Makers' Brass
Work, &c.

SOLE MAKER OF OLMSTEADS' SELF-RIGHTING OILERS.



Nos. 175, 177 & 179 Chestnut St., Newark, N. J.

Dies and Tools made for all descriptions of Metal Work.

THE MERCHANTS Mutual Insurance Co.,

776 & 778 BROAD STREET,

NEWARK, N. J.

STATEMENT, JULY 1, 1872.

CAPITAL STOCK, - - - \$200,000

ASSETS:

Real Estate, - - - -	\$86,500 00
Loans on Bonds and Mortgages, - -	259,555 00
United States Bonds, Market Value,	12,600 00
Loans on Call, Stock Collateral, - -	60,875 00
Cash and Cash Items, - - -	16,153 67
Interest Accrued, - - - -	5,000 00
Premiums in Course of Collection, -	24,332 57
Rents Due, - - - -	900 00
City Bonds, & Loans on Commercial Paper,	18,699 32
Office Furniture, - - - -	2,699 60
	<hr/>
	\$487,315 16
Liabilities, - - - -	\$20,625 03

Patronage Respectfully Solicited; Rates Fair and Losses Promptly Adjusted and Paid.

DIRECTORS:

SILAS MERCHANT, President.	L. SPENCER GOBLE, Gen'l Ag't
C. G. CRANE, Firm Bailey, Crane	Mutual Life Ins. Co., New York.
& Webster.	C. S. TITSWORTH, Counsellor at
MOSEST. BAKER, Master Builder	Law.
HORACE FREEMAN, Insurance	DAVID C. DODD, Jr., Firm Dodd
Broker.	& Hedges.
O. L. BALDWIN, Cash'r Mechanics	N. F. BLANCHARD, Firm Blan-
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GEORGE B. GUERIN, Firm Guerin	LEWIS J. LYONS, Firm L. J.
& Vanderhoof.	Lyons & Co.
GEORGE M. DAWES, 305 Wash-	SAM'L ATWATER, Firm Atwater
ington Street.	& Carter.
SAM'L A. BALDWIN, Firm Bald-	G. W. APPLETON, Cashier State
win Bros.	Bank, New Brunswick.

SILAS MERCHANT, Prest.

HENRY POWLES, Sec'y.

JOSEPH O. NICHOLS, Surveyor and Adjustor.

GEORGE NEEFUS, Solicitor,

St. Stephen's, Clinton Hill, Rev. E. N. Boggs.
 Rutherford Memorial, Third street, Rev. Charles Douglas.
 Wesley Chapel Methodist, 75 Halsey.
 Franklin Street Methodist, 19 Franklin, Rev. J. R. Daniels.
 Clinton Street Methodist, 11 Clinton street, Rev. G. F. Dickinson.
 Central, 227 Market, Rev. George S. Hare, D.D.
 St. Paul's Methodist, 977 Broad street, O. H. Tiffany, D.D.
 Union Street Methodist, 143 Union street, Rev. D. Wolters.
 Eighth Avenue Methodist, 76 Eighth ave., Rev. S. H. Opdyke.
 Trinity Methodist, 228 Warren street, J. I. Boswell.
 St. Luke's 144 Clinton avenue, Rev. C. Van Benschoten.
 Roseville Methodist, Myrtle avenue, Rev. J. R. Adams.
 Ashbury Methodist, 510 Market street, Rev. J. Faull.
 East Newark, Third street, Rev. J. L. Hays.
 Centenary Chapel, 110 Belleville avenue, Rev. R. B. Collins.
 First (German), Mulberry street, Rev. J. W. Freund.
 Second (German), 251 Court street.
 St. John's (colored), 107 Academy, Rev. John L. H. Sweres.
 Bethel (colored), 48 Catharine street.
 City Mission, 74 Elm street, Fletcher Lummis.
 Mission Chapel, Ferry street.
 Houston Street Mission, 63 Houston street.
 Mission Chapel, Bergen street.
 Strawbridge Mission, East Kinney street.

REV. A. L. BRICE, Presiding Elder.

First Methodist Protestant, 18 Hill street, Rev. David Wilson.
 First (German) Protestant, 27 Prince street.
 German, 115 Halsey street, Rev. Philip Krug.
 German, 144 Court street, Rev. John Steiner.
 First Bethel Mission (dock), near Railroad Place.
 Union Universalist, 41 Fair street.
 St Patrick's Cathedral; 83 Washington street, Rt. Rev. James
 Roosevelt Bayley, D.D.
 St. John's, 26 Mulberry street, Rev. T. M. Killeen.
 St. James', Lafayette street, Rev. J. M. Gervais.
 St. Joseph's 84 Hudson street, Rev. J. F. Dalton.
 St. Mary's (German), 532 High street, Rev. Romanus Hill, O. S. B.
 St. Peter's (German), 36 Belmont avenue, Rev. Godfried Prieth.
 St. Benedict's (German), Barbara st., served by the Benedictines
 Benai Jeshuran, 324 Washington street, Rabbi Joseph Leucht.
 Benai Abraham, 55 Bank.
 Benai Oheb Scholem, 27 Prince street, Rabbi A. N. Coleman.
 German Evangelical Protes., 60 Mulberry st., Rev. F. A. Lehlbach.
 Harmonial Association of Spiritualists, 9 Bank street.
 Receivers of the Doctrines of the New Church, 12 Academy st.
 Second Adventists, 9 Bank street.

DISTRICT PHYSICIANS' OFFICES.

First—1st and 8th Wards, Dr. W. S. Ward, 12 Bridge street.
 Second—2d and 4th Wards, Dr. J. A. Cross, 63 Market street.

Third—3d, 9th and 10th Wards, Dr. J. D. Osborne, 1034 Broad.
 Fourth—5th and 12th Wards, Dr. E. A. Osborne, 34 Ferry street.
 Fifth—6th and 13th Wards, Dr. Zehnder, 60 South Orange ave.
 Sixth—7th and 11th Wards, Dr. P. V. P. Hewlett 377 High st.
 Seventh—6th and 7th Wards (parts of), Dr. C. Stickney, 65 South Orange avenue.

EXPRESS COMPANIES.

Adams' Express (New Jersey Express Company, Agents), 208 Market street.

City Express, 107 and 208 Market street.

Delaware, Lackawanna and Western, office corner of Broad and Division streets.

New Jersey Express Company, 208 Market street.

Traders' Express Company, 178 Market, 446 Broad streets, and Morris and Essex railroad depot.

United States Express Company, office 218 Market street.

Newark and New York Express Companies, 44 Burnet, 20 Bruce, 44 Ferry, 122 Mulberry, and 832 Broad streets.

Expresses for Orange, Bloomfield, Montclair, Belleville, Caldwell, and Irvington, have slates in the office of the New Jersey Express Company, 208 Market street.

FIRE ALARM TELEGRAPH BOXES.

BOXES.

KEYS.

12 Cor. James & Burnet sts.....	In Susman & Bro., and with Watchman.
13 Engine House No. 4, Orange st....	In Engine House.
14 Hedenberg Works.....	With Engineer, & Watchman of Rubber Works.
15 Broad & Washington Place.....	At Allen B. Kay's, 554 Broad street.
16 Cor. Bleecker & Washington sts.	In Mullin's, next door, and house of H & L No. 2.
123 Cor. Roseville Ave & Orange st..	In the Grocery store on the corner.
124 Soldiers' Home.....	At the Soldiers' Home.
125 Cor. Sumner & Bloomfield Ave..	In the Grocery store on the corner.
126 Boppe's Brewery, Orange st.....	In the Brewery.
21 Engine House No. 1, Broad st....	In the Engine House.
23 " " 3, Court st.....	In the Engine House.
24 Cor. Market & Plane sts.....	In Van Patten's Drug Store, Market street.
25 Cor. Washington & Kinney sts....	In Honeyman's Grocery Store, on the corner.
26 Clinton Ave & Washington st....	In the Drug Store on Clinton Avenue.
27 Astor & Broad sts.....	In the House on cor. & cor. R. R. ave. & Astor st.
28 Horse Car Stables, Clinton Ave..	In the Office and with Watchman.
29 Cor. Brunswick & Astor sts.....	In the Grocery, next to Box.
213 Cor. Academy & Halsey sts.....	In the Chief Engineer's Office, & Huntington's.
31 Thomas st & Railroad Ave.....	In the Round House, and with Watchman.
32 Chestnut st Depot.....	In the Depot, and Tomlinson's Spring Works.
34 Mulberry & Walnut sts.....	In Bakery, on cor., & Drug Store, Elm & Mulb'y
35 Moore & Sealey's Hat Factory...	In the Office, and with Watchman.
36 Market st Depot.....	In Newark Hotel, and Depot Telegraph Office.
37 Lawrence & Hamilton sts.....	In the Round House, and with Watchman.
38 Engine House Clint'n & Mulb'y sts	In the Engine House.
39 Pennington & Orchard sts.....	In the Grocery Store on cor., & 124 Orchard st.
41 Engine House No. 5, Prospect st..	In the Engine House.
42 Centre st Depot.....	With Ticket Agent, and Headley's Trunk Shop.
43 Rankin Mills or Hosiery Building	In the Office, and with Watchman.
45 Cor. Bridge & South Bridge.....	In Foundry, Meeker & Hedden's & Lumber Yard.
46 R. Ward & Co., Spring st.....	In the Office, and with Watchman.
47 Clark Thread Works.....	In the Office, and with Watchman.
48 Cor. Front & Rector sts., Brewery	In the Office, and with Watchman.
51 Dawson's, Ferry & Madison sts..	In the Office, and with Watchman.
52 Chesnut st near Pacific.....	In the Potash Factory, Chestnut street.
53 Gas Works, Commercial st.....	Gas Works, Ripley & Son's, & Jabez Cook's Office.
54 Hamb'g Pl. & Napol'n st. Brewery	In the Brewery.
56 Nenninger's, Mark't & Ferg'n sts.	In the Office, and with Watchman.
57 Schalk's Brewery.....	In the Office, and with Watchman.
58 Plow Works, River st.....	Zinc Works, Lister Brothers, and Plough Works.
59 Cor. Elm & Pacific sts.....	In the Grocery Store, on the south-west corner.
512 Cor. Ferry & Ashbridge sts.....	In Walker & Sneden's, & Simons Brothers Fact'y.
513 South Market & River sts.....	In the Bakery, on corner of Monroe street.
61 Springfield Ave & William st....	In the Saloon, cor. Springfield ave. & William st.
62 Engine House No. 6, Springfield...	In the Engine House.

63 Kinney & Broome sts.....	In the House opposite the Box.
64 Perry's Factory, Richmond st....	In Perry's Factory, and with Watchman.
65 Glue Factory, Lillie & Spruce sts	In the Factory, and with Watchman.
67 Toll Gate, Clinton Ave.....	With the Toll Gate Keeper.
68 Fairmount Cemetery Gate.....	With Keeper of the Cemetery.
612 Cor. Court & West sts.....	In the House the Box is on.
613 Bank & Wickliffe sts., Silk Fact'ry	In the Silk Factory, and with Watchman.
614 Woodl'd Cemetery, Springf'd ave	In the Saloon on corner, and Horse Car Stable.
621 Cor. Wallace pl. & Hudson sts.....	In the Engine House.
71 New & Wilsey sts., Howell's.....	In the Factory, and with Watchman.
72 Orange & Boyden sts.....	In the House the Box is on.
73 Summer & 7th Aves., Crockett's..	In the Factory, and with Watchman.
74 Frey's Factory.....	In the Factory, and with Watchman.
75 Episcopal Church, Roseville.....	In the House opposite the Box.
76 Foster Home.....	In the Foster Home.
712 Cor. Berkley & Belleville Ave....	In Wood's Brothers Grocery store, on the corner
713 Cor. Maplepl. & Belleville Ave...	In T. Stent's House, Maple Place, & Mr. Phillips

FIRE ENGINE AND HOSE HOUSES.

Minnehaha Engine, No. 1,	819 Broad street.
Passaic,	" 2, Corner Mulberry and Clinton streets.
Washington,	" 3, 39 Court street.
Northern Liberty,	" 4, 56 Orange street.
Hiawatha,	" 5, 36 Prospect street.
Franklin,	" 6, Cor. Springfield ave., Hayes and Court sts.
Niagara,	" 7, Wallace Place, Hudson and Warren streets.
Union Hook & Ladder,	1, 823 Broad street.
Excelsior " " "	2, 103 Washington street.
Neptune Hose,	" 1, 140 Market street.

INSTRUCTIONS.

To tell where an alarm comes from, count the blows on the Bell as they are struck. Compound numbers are struck thus: 1-1-1, interval of seven seconds, 1-1, intervals of twenty seconds, then repeat in same manner, which is Box 32, situated at Chestnut street depot, indicating a fire near that station. All other stations are struck in the same manner.

DIRECTIONS TO KEY HOLDERS.

Upon positive information of a fire in your immediate neighborhood, unlock the box door, take your key out, pull the hook all the way down, *only once*, and let the hook go. Should you not hear a ticking in the box after waiting a few seconds, pull again, and if no clicking follows, go to the next nearest box. Give no alarm for a chimney, or for a fire seen at a distance. Shut up your box and do not open it or touch the hook again until the next fire in your neighborhood.

HALLS.

Apollo, 838 Broad street.
 Armory, Orange street, above Broad.
 Association, Broad and West Park street.
 Dramatic, 273 and 275 Washington street.
 Eureka, 748 Broad street.
 Firemans', Mulberry and Clinton streets.
 Green Street, 37 Green street.
 Harmonial, 842 Broad street.
 Kremlin, 870 Broad street.
 Library, 147 and 149 Market street.
 Masonic Hall, 481 Broad street.
 Music, 9 Bank street.

Opera House, 140 Market street.
 Oraton, 494 Broad street.
 Oriental, 802 Broad street.
 Temperance, 451 Broad street.
 Stella Hall, 443 and 445 Broad street.
 Turne, 31 Plane street.
 Union, 200 Market street.

INSURANCE COMPANIES.

American Mutual Fire 746 Broad street.
 Citizens (and Marine), 443 and 756 Broad street.
 Firemen's Mutual, 755 Broad street.
 Germania Mutual, 781 Broad street.
 Hibernia, Mutual, 179 Market street.
 Humboldt Mutual, 753 Broad street.
 Mechanics, 770 Broad street.
 Merchants Mutual (and Marine), 776 and 778 Broad street.
 Mutual Safety Agency, 809 Broad street.
 Newark Mutual, 741 and 743 Broad street.
 Newark City Mutual, 191 Market street.
 New Jersey, 769 Broad street.
 People's Mutual (and Marine), 740 Broad street.
 Mutual Benefit Life 752 Broad street.
 New Jersey Mutual, 189 Market street.
 Newark Mutual Health Association Company, 33 Springfield ave.
 New Jersey Plate Glass, 217 Market street.
 Citizens Steam Boiler, 443 Market street.

MUNICIPAL OFFICES AND BOARD ROOMS.

Aqueduct Board, 768 Broad street.
 Auditor of Accounts, Francis H. Dawes, City Hall, Room No. 1, First Floor.
 Board of Assessment and Revision of Taxes, City Hall, Room No. 5, First Floor.
 Board of Education, meets in Council Chamber.
 Board of Excise, meets in City Hall.
 Board of Health, City Hall, Room No. 2, Basement.
 Chief Engineer Fire Department, Ellis R. Carhuff, cor. of Halsey and Academy street.
 Chief of Police, William B. Glasby, William street, near Broad.
 City Attorney, Samuel H. Baldwin.
 City Clerk, James Gillen, City Hall, Room No. 2, First Floor.
 City Counsel, William H. Francis.
 City Surveyor, Gustav Lehlbach, City Hall, Room No. 3, Second Floor.
 City Treasurer, John W. Stout, City Hall, Room No. 3, First Floor.
 Clerk of Centre Market, August F. Eggers, Centre Market.
 Common Council Chamber, City Hall, Second Floor.
 Commissioners to open Streets, &c., in annexed territory, Library Hall, Room No. 1.
 Commissioners to open Streets, Avenues and Squares, City Hall, Rooms No. 1 and 9.

Health Inspector, Albert Munn, City Hall, Room No. 2, Basement.
 Health Physician, Isaac A. Nichols.
 Mayor, F. W. Ricord, City Hall, Room No. 1, Second Floor.
 Overseer of the Poor, Robert J. Baldwin, City Hall Basement,
 on William street.
 Police Court Room, City Hall, Room No. 6.
 Police Justice, John Mills.
 Police Station, William street, near Broad.
 Sub-Police Station, Orange street, near Broad.
 Receiver of Taxes, John B. Broadwell, City Hall, Room No. 4,
 First Floor.
 Sealer of Weights and Measures, Valentine Young, City Hall
 Basement, in William street.
 Street Commissioner, Peter F. Rogers, City Hall, Room No. 1,
 Basement.
 Superintendent of Alms House, William Garrabrant, Alms House.
 Superintendent of Public Lamps, Jacob Browazki.
 Superintendent of Public School, George B. Sears, City Hall
 Basement, in William street.

PUBLIC INSTITUTIONS AND OFFICES.

Carriage and Hack Stands, at the principal Railroad Stations.
 Cart and Dray Stands, south of Washington Park.
 Centre Market, Broad and Commerce streets.
 Citizens' Gas Light Company, 611 Broad street.
 City Armory, Orange street, above Broad.
 County Jail, New and Wilsey street.
 Custom House, Broad and Academy streets.
 Essex County Road Board, 838 Broad street.
 Hay and Wood Market, Broad street, opposite Centre Market.
 New Market, Orange and Plane streets.
 Newark Aqueduct Board, 768 Broad street.
 Newark Board of Trade, 757 Broad street.
 Newark Dispensary, Room No. 6 Centre Market.
 Newark Conservatory of Music, 9 Bank street.
 Newark Gas Light Company, 9 Bank street.
 Newark Plank Road Company, 756 Broad street.
 Newark Post Office, corner Broad and Academy streets.
 Newark Skating Rink, Washington and Marshall streets.

RAILROAD DEPOTS.

DEPOT OF THE MORRIS AND ESSEX RAILROAD—(a Division of the Delaware, Lackawanna and Western Railroad, and united with the Central Railroad of New Jersey.) Morris and Essex Railroad avenue and Division street, near Broad, where all trains stop. *Roseville Station*, westward, at Roseville avenue, near Orange street, where certain trains stop.

DEPOT OF THE NEWARK, BLOOMFIELD AND MONTCLAIR RAILROAD—(a Branch of the Morris and Essex Railroad.) Morris and Essex Depot. All trains stop at the Roseville Station.

DEPOT OF THE CENTRAL RAILROAD OF NEW JERSEY.—Broad street, below Mechanic, for trains to Elizabeth, to connect with the main line for Easton, Plainfield, &c.

DEPOT OF THE NEWARK AND NEW YORK RAILROAD—(a Branch of the Central Railroad of New Jersey.) Broad street, below Mechanic, *Ferry street Station*, eastward at Ferry and Prospect streets, where all trains stop. *East Ferry street Station*, at Ferry street, near St. Charles, where certain trains to New York stop.

DEPOT OF THE NEW JERSEY RAILROAD—(leased by the Pennsylvania Central Railroad.) Market street and New Jersey Railroad avenue, where all trains stop. *Centre street Station*, northward, at Mulberry and Centre street, and *Chestnut street Station*, southward at Chestnut and New Jersey Railroad avenue, at both of which almost all trains stop. *South Broad street Station*, still further south at the intersection of Broad street with the railroad, at which certain trains stop, principally on signal, or notice to conductor.

DEPOT OF THE NEWARK AND PATERSON RAILROAD, (branch of the Erie Railroad), Fourth and Passaic avenues.

TELEGRAPH OFFICES.

Western Union, 182 Market street. Branches at the Morris and Essex Railroad Depot, and the Market street Depot of the New Jersey Railroad.

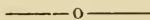
Pacific and Atlantic Telegraph Company, office 180½ Market street.

TRUST COMPANIES.

American Trust Companies of New York, 738 Broad street.

Republic Trust Company of Newark, 812 Broad street.

State Trust Co. of New Jersey, 781 Broad street.



ABSTRACT OF CITY ORDINANCES.

AMUSEMENTS ON THE PUBLIC STREETS.—No person shall engage in any amusement calculated to frighten horses or annoy persons passing on the streets. Penalty, five dollars.

ANIMALS.—Horses, sheep, goats, swine, geese, and neat cattle, generally, are not permitted to run at large on the streets. Penalty, five dollars.

ASHES.—For the prevention of Fires, it is ordained, that no ashes shall be put on a wooden floor in any building, or in any wooden box or barrel, on such floor, under a penalty of ten dollars. Scavengers are required to remove all ashes and refuse matter from the houses of the city, once a day, from the first of June to the first of October, and twice a week from *October to June*. The inhabitants and house keepers of the various districts are required to have all such refuse ready for the scavenger, in light tubs, boxes or buckets, and permit him to remove the same. Those neglecting or refusing to do this are liable to a penalty of ten dollars.

AWNINGS.—Wooden awnings are prohibited. Owners or occupants of stores or dwellings are permitted to erect upright iron brackets or frames for awnings on their buildings; but they must be firmly fixed, not allowed to project beyond the sidewalk, or be more than ten feet wide in any case whatever, and placed not more than ten or less than eight feet high. Penalty, ten dollars, and two dollars a day till altered or removed. The erection of cloth or canvas awnings from the street, must be done under the supervision of the Street Commissioner. With the necessary provisions, awning makers are usually familiar. No part of the cloth or canvas of an awning is permitted to hang loosely over the sidewalk. Penalty, two dollars, every day it is allowed to remain.

BATHING is not permitted in the waters of, or bounding the city, by day, or within two hundred yards of any dwelling at any time. Penalty, two dollars.

BAY WINDOWS, or any other windows, must not extend more than one foot into the street, from any dwelling or store. Penalty, fifty dollars.

BEGGARS, vagrants or common mendicants, on conviction are liable to a fine of not more than twenty-five dollars, or imprisonment not exceeding ten days.

BUILDINGS.—The power to regulate and control the manner of building dwelling houses, and all other dwellings, is vested in Common Council by the city charter; as also the power to raze or demolish any building when necessary to prevent the spread of a conflagration; and the right in such cases to provide compensation to the owners. Within the fire limits, buildings must be of fire proof materials; the manner of construction being definitely prescribed by ordinance. Wooden and frame buildings when damaged by fire are allowed to be repaired or rebuilt, if the injury be not greater than two-thirds of the value, exclusive of the foundation. For the alteration or extension of frame buildings within the fire district, a permit must be obtained by application to Common Council, signed by the Fire Marshal, which remains in force one year.

BURIAL OF THE DEAD.—No interment can be made in any cemetery or other place, without a permit. This is granted by the City Clerk, or by the Mayor in his absence, to the sexton or undertaker, or other person applying, on presentation of a certificate of the attending physician, or by a coroner setting forth the name, age, and cause of death of the deceased. Graves are to be at least six feet deep, and interments made in separate graves under a penalty of ten dollars. Removal of the remains of deceased persons is permitted on application to the Mayor or City Clerk. When extraordinary circumstances enter into a case of desired removal, the matter is referred to Common Council.

CARTS, WAGONS, TRUCKS AND DRAYS, must be licensed, and the owner must put the number of its license conspicuously on every vehicle, under a penalty of ten dollars. The legal rates of cartage, are as follows :

One load by a one horse cart, wagon, &c., one mile or less..	\$ 45
One load exceeding one mile, and within city limits.....	65
One load by two horse cart, &c., one mile or less.....	75
One load exceeding one mile, and within city limits.....	1 00
One load furniture [loading, unloading and housing].....	1 50
Housing in second story, additional.....	25
Housing higher than second story, additional.....	50

When on the stand, cartmen are not allowed to refuse their services, and are punished for any attempt to extort more than legal rates.

CELLARS.—No Cellar door is allowed to extend into the street more than a twelfth part of the width of the street; and no porch is allowed to be erected over the cellar door, in any street. Penalty in each case, fifty dollars.

CHIMNEYS, STOVE PIPES, OR FLUES must not be permitted to take fire, under a penalty of ten dollars.

CISTERNS, VAULTS AND AREAS, must not be constructed on any street without the written permission of the Street Commissioner. Applications for permission to erect such, must be in writing, stating the location, and intended length and width. In no case are they allowed to extend beyond the line of the sidewalk, and are to be made of stone or brick. Every area must be enclosed with a railing, and doors to open inwardly, under penalty of twenty dollars, and five dollars a day, for every day neglected.

DEAD ANIMALS.—When domestic animals die within the city, from disease or otherwise, notice must be given within six hours to the officer in attendance at the police station, under penalty of ten dollars. Without the written permission of the Mayor, they must not be skinned or buried in the city. Penalty, twenty dollars. A contractor, appointed by the Committee on Police of the City Council, will remove all such, promptly, after notice has been left at the station.

DISTRICT PHYSICIANS are appointed by City Council to the various districts of the city. Each must reside in the district to which he is appointed; and his duties are to visit and administer to all indigent sick persons who may apply for medical advice and assistance; to have them nursed and properly cared for, and have the needed prescriptions made up, if necessary, at the City Hospital. After the first visit to a patient, claiming to be indigent, they may require to be procured a certificate from the overseer of the poor, that the person is in indigent circumstances, and unable to procure medical advice and assistance, at his or her own expense.

DOGS.—Every dog suffered to go at large must have a collar round its neck with the name and residence of its owner distinctly marked in letters thereon. Penalty, two dollars. From time to time, Common Council may establish Pounds for dogs, where all dogs not properly muzzled with a wire muzzle, may be taken or driven by any citizen. If not released within twenty-four hours by the owners, dogs so impounded may be killed. It is lawful for any person to kill all dogs not so muzzled, or which may attempt to bite any person or animal.

DRUNKARDS.—Any one in such a state of intoxication, on the

streets, or in a private house, as to be an annoyance to citizens, is, on conviction, to be fined in two dollars, or imprisoned for a term not exceeding ten days. It is the duty of the police, on personal view, to arrest and take all such persons before one of the Police Justices of the city, and it is lawful for the Justice, on his personal view, or on confession of the party, or on due proof, to convict and sentence.

FIRE LIMITS in which wooden buildings are no longer permitted to be built, are established by ordinance, and are from time to time enlarged. The present limits begin at Broad and Mill Brook and run southward to Clay, to Ogden, to Bridge, to South Bridge to Front, to Fulton, to River, to New Jersey Railroad track, to bridge over the Morris and Essex canal, near canal lock, across the New Jersey Railroad, and along river to Market, to Union, to Elm, to New Jersey Railroad, to Chestnut, to South Broad, to Broad, to Spruce, to Washington, to Court, to Shipman, to William, to High, to Clay, to Broad, to place of beginning, at Mill Brook.

FIRE WORKS are not allowed to be made in city. Penalty, fifty dollars. Cannon or fire arms are not allowed to be discharged, or squibs or crackers exploded, except by permission of the Mayor or Common Council. Penalty, five dollars.

GUN POWDER.—Except in a magazine duly authorized by Common Council, not more than thirty pounds of powder is allowed to be kept in any house or store, under a penalty of fifty dollars; and no gun powder whatever is to be kept except in tin cases or canisters securely closed, remote from fires and gas, and easily removed in case of fire. Penalty, twenty dollars. No powder must be carted through the streets, except in well hooped casks or cases, and these again entirely covered with a bag or other covering, so as to protect its contents being spilled or scattered. Penalty, twenty-five dollars. No vehicle conveying gun powder is allowed to stop anywhere except at the place of loading or unloading. Penalty, twenty-five dollars. Vessels or boats whose cargo consists in whole or in part of gun powder, must have all lights used, protected by a close glass lantern. Penalty, fifty dollars.

HACKS.—Any person keeping hacks, carriages, stages, &c., for the transportation of passengers in the city, must be licensed. As soon as licensed, he must have the number designated in plain figures, over the sides of his vehicle and on the lamps. A card with the name of the owner, the number of license and the rates of fare, must be conveniently posted in each vehicle, and exhibited when required by passengers. No owner can recover pay from a passenger from whom he has demanded more than the legal fare. When waiting for employment at any place, as on a hackstand, at a railroad station, or steamboat landing, he cannot refuse to convey any person to any place within the city limits. Rates of fare are as follows:

One passenger, one mile or less.....	40	Cents.
Every additional passenger.....	20	“
One passenger, over a mile and within the city limits....	60	“
Every additional passenger.....	20	“
Children between two and fourteen years of age, half-price.		
Under two, no charge.		

One horse hack or carriage, by the day.....	\$5 00
Two horse hack or carriage, by the day.....	8 00
One seat vehicle, with one horse, by the hour.....	75
Two seat vehicle, for the first hour.....	1 00
Every succeeding hour.....	75
Two horse vehicle for the first hour.....	1 25
Every succeeding hour.....	1 00
Attending Funerals within city limits, one seat vehicle drawn by one horse.....	2 00
Two seat vehicle, drawn by one horse.....	2 50
Vehicle drawn by two horses.....	4 00

Where time is not specified on the engagement of a carriage, it is deemed to be engaged by the mile. One trunk or 25 pounds of ordinary traveling baggage is allowed free to each passenger. Every additional trunk or other article is charged for a distance of a mile or under, ten cents; more than a mile and within city limits, twenty cents.

HAY, STRAW AND WOOD, must not wait for sale on any public street, other than at Centre Market, and such portions of adjoining streets as may be designated by the clerk of Centre Market. Penalty, five dollars. They may be sold and delivered, however, casually in passing along to the Market.

HOISTWAYS.—Every building in which there is a Hoistway, must have a trap door for the purpose of closing it; and it must be securely and carefully closed on the completion of each days business.

HORSES.—must not be left on the streets without being securely fastened. Penalty, five dollars. All such are liable to be impounded. They must not be fastened, however, in such a manner that the reins will be an obstacle to the free use of the sidewalks, under a penalty of five dollars. No horse with a cart or wagon is allowed to be backed or driven on the sidewalks for loading, unloading, or any other purpose, except when passing into a yard or lot. Penalty, ten dollars. The highest rate of speed allowed on the public streets is six miles an hour, and street corners must not be turned faster than a walk. Horse racing on the streets is prohibited under a penalty of ten dollars; and no horse and sleigh is allowed to be driven through the streets without bells.

ICE AND SNOW must be removed from the sidewalks by the owners or occupants of buildings and lots, within six hours after it falls, under a penalty of five dollars. At the same time, or at any time when the gutters become obstructed by snow or ice, or anything whatever, they must be cleaned out to a width of two feet, so that water may run freely along them. Penalty, two dollars.

KITES.—Raising or flying kites is prohibited on the streets. Penalty, five dollars.

LICENSES.—Under penalty, a special license must be taken out before commencing the following businesses: butchers, venders of fish, hacks and cabs, wagons and drays, scavengers, night scavengers, hawkers and peddlers, auctioneers, pawnbrokers and junk shops and saloon keepers. All such licenses expire, and must be renewed on the first Monday in May.

MARKETS.—The public markets are established for the sale of meats, fish, butter, cheese, fruit and vegetables. Every day in the week is market day, except Sunday. * The meat markets close every day at one o'clock, except on Saturdays, when they are kept open till half-past seven in the evening. The clerks of markets have entire power for their regulation.

NUISANCES.—Some of these have been noticed in other portions of these ordinances. The following further items are important. It is a nuisance to deposit or leave any unwholesome substance, such as dead carcasses, putrid fish or meat, offal, &c., on any street or lot, or in the canal or river. Penalty, ten dollars.

It is a nuisance to deposit vegetables, garbage, cinders, dirty water, filth, or rubbish of any kind, in the streets or vacant lots. Penalty, two dollars.

It is a nuisance to construct within the lamp districts, any other sink, privy or cess-pool, than such as are made of brick or stone, and at least eight feet deep, if practicable. Penalty, twenty-five dollars.

It is a nuisance to construct any privy, sink or cess-pool, without leaving at least two feet of solid earth, or solid mason work laid in mortar or cement, between such, and the adjoining lot. Penalty, twenty-five dollars.

It is a nuisance to build any such cess-pool, &c., within ten feet of any street. Penalty, twenty five dollars.

It is nuisance to prevent any privy or sink to be, and remain in such a condition by reason of defective construction or otherwise, as to discharge any thing foul or offensive, upon an adjacent lot. Penalty, ten dollars for every week.

It is a nuisance to deposit garbage, dead animals or offal, &c., in any privy or sink. Penalty, twenty-five dollars.

It is a nuisance to carry the contents of any such, through the streets, except in vehicles, effectually covered and water tight. Penalty, ten dollars.

It is a nuisance to transport swill or garbage through the streets except in such water tight boxes or other vessels, as will prevent leakage or scattering on the streets. Penalty, two dollars.

It is a nuisance to erect a slaughter house in the lamp district, and except by permission of two thirds or the Common Council, within at least four hundred feet of any dwelling house. Penalty, fifty dollars.

It is a nuisance to kill or dress any flesh meat in any market, store or dwelling house, within the city. Penalty, fifty dollars.

It is a nuisance to keep swine or goats, within the lamp districts, without the permission of the Mayor, registered, and renewed annually. Penalty, ten dollars for each animal.

PETROLEUM OR BENZINE is not allowed to be stored or kept within the city, in greater quantity than fifty gallons, without a license from Common Council. Penalty, fifty dollars.

PLATFORMS AND STOOPS must not be constructed to extend to more than one tenth the width of the street, nor more than seven feet in any case; they must not have other than open backs, sides or railing, nor exceed five feet in height. Penalty, fifty dollars.

POSTS must not be erected in any street, unless under the direction of the Street Commissioners. Penalty, five dollars.

POUNDS.—Pounds-masters are appointed by Common Council who are required to furnish a proper and sufficiently enclosed yard, to which horses, sheep, goats, swine, geese or neat cattle of any description may be driven when found at large on the public streets. The pound-master is required to keep a record of all such, and when animals are not claimed within five days, he is, after three day's notice, empowered to sell. Out of the proceeds of the sale he may retain the amount of his fees, and all other charges incurred, and pay over the balance to the owner, if applied for; or otherwise make a return of it to the city treasurer. Under penalty no person is allowed to break open a public pound, or to delay or obstruct those engaged in driving animals thither.

SEWERS AND DRAINS, and all connections therewith, are to be constructed under the supervision of the Street Commissioner, contracts having been awarded by the Council Committee on sewerage and drainage. Connections with city mains can be made by owners of property on any street at their own expense, or on the written request of a majority of them, and on condition that all city ordinances are obeyed during the construction. To prevent the formation of deposits in sewers it is ordained, that nothing having a tendency to fill them up shall be allowed to flow from any dwelling house, manufactory, brewery, or other building, under penalty of fifty dollars. No butcher's offal, dead animals, or obstruction of any kind is permitted to be placed in, or in such manner as to be carried into the receiving basin or sewer. Penalty, ten dollars; and no person is allowed to break, injure or remove any portion of the receiving basin, covering flag, &c., or obstruct the mouth of any drain or sewer, under a penalty of twenty-five dollars.

SHADE TREES must be planted within the outer line of the sidewalk, and within two feet of the outer line. Any one putting them out otherwise, is liable to a fine of five dollars, and two dollars for every week they are allowed to remain. No person except the owner is allowed to cut down or injure any shade tree, unless by direction of the Street Commissioner, for the purpose of regulating and improving the street. Penalty, twenty-five dollars. Horses or other animals are not allowed to be fastened to shade or ornamental trees, or their boxes, under a penalty of five dollars.

SIDEWALKS are at all times to be kept clear of incumbrances to pedestrians. No canvas from awnings must be allowed to hang loosely from the same; no sign, show card, or show case can be erected or hung up, projecting more than three feet from the front wall, or within eight feet of the sidewalk. Bay windows must not extend into the street more than one foot. No horse, wagon or vehicle is permitted to be led or pushed back upon the sidewalk except while crossing the same to go into a yard or lot; and no owners of stores or dwellings may permit this to be done in front of their premises, either to load or unload, or for any purpose whatever. Coal and sawed wood must not remain on the sidewalk for a longer period than two hours, all under the penalty of from five to ten dollars.

SLAUGHTER HOUSES are prohibited to be erected or used within four hundred feet of any dwelling-house, unless by permission of a majority of two-thirds of Common Council, taken by ayes and noes. Penalty, fifty dollars.

SMALL-POX. Physicians are required to report every case of small-pox occurring in the course of their practice, to the Board of Health. In every case of small-pox or varioloid, it is the duty of the family or occupant of the premises, whether store-house, shop, or other building, to put up a card or sign in a conspicuous place in front, with the words, "small pox," printed on it in plain letters not less than two inches in length, and keep it so posted during all the time the patient shall remain in the building. Penalty, twenty-five dollars. Any person who shall remove, cover, injure or deface such sign, is liable to the same penalty.

STABLES are not to be erected within the fire limits, nearer than forty feet of any dwelling-house or church, unless by permission of two-thirds of Council. Lights are not permitted to be used in them, unless well secured in a lantern. Penalty, ten dollars.

STREET CROSSINGS must not be obstructed by the stopping of horses or vehicles upon them, or by putting any obstacle upon them of any kind, under a penalty of five dollars.

VACANT LOTS.—The City Charter gives Common Council the power to authorize the Street Commissioner to direct the digging down, drawing, filling up, or fencing of all vacant lots when necessary to prevent or abate a nuisance, the expense to be assessed on the owners.

WEIGHTS AND MEASURES.—It is the duty of the City Sealer of Weights and Measures to make an annual inspection, or as much oftener as he may see proper, of all weights and measures for use in the city of Newark. It is the duty of all persons using weights and measures to have them conformed to the standard of the State of New Jersey, and to have them sealed and marked by the City Sealer. All measures of extension over counters or other fixtures, must be marked by brass headed, or such other nails as may be plainly seen. No person is allowed to refuse to exhibit any weight or measure for the purpose of being inspected; nor is he permitted in any way to obstruct the Sealer in the performance of his duty, under a penalty of twenty-five dollars. Weights and measures may be inspected, adjusted and sealed at the place where they are used, or they may be sent for the purpose, by and at the expense of the owner. When the Sealer requires this to be done, they must be sent within three days, under a penalty of ten dollars.

WHARVES.—A Superintendent of Wharves and Docks is appointed by Common Council, and takes charge of them generally. Citizens or others are not permitted, opposite the wharves or in any part of the river to deposite any earth, ashes or other heavy substance, any filthy or floating matter, or any obstructions whatever, under a penalty of ten dollars, for each offence.

ESSEX COUNTY.

Essex county, of which the city of Newark occupies the south-eastern section, contains an area of seventy-nine thousand, eight hundred and fifty-three acres, and is bounded on the east by Hudson county, from which it is separated by the Passaic river and Newark bay, Hudson in its turn being bounded eastwardly by the North river and bay of New York; on the south by Union county; on the west by Morris county; on the north by Passaic county. In population, resources and general prosperity, all these neighboring counties follow in the wake of Essex county. In the first, Jersey City, six miles distant, has a population of 82,798. In the second, Elizabeth City, nominally four miles distant, but actually adjoining, has a population of 20,919. In the third, the growing town of Morris has a population of 5,673, and in the last, Paterson, not more than ten miles distant, and with numerous towns and villages touching each other in the intervals, has a population of 33,573. The whole district in which these are situated is so filled up with streets, avenues, and roads, everywhere meeting with, and intersecting each other, and so studded over with the residences, places of business and manufactories of a people in such close proximity, and with so much homogeneity of interest, as to have suggested the idea, and given rise to concurrent resolutions of the two branches of the legislature, naming commissioners to investigate and report to the next session of the legislature, as to the "present rate of progress and probable future increase of the trade, commerce and population," of the major part of the district named, with a view to the formation of a city, comprising the whole territory. This movement, if favorably reported on, and consummated, would at this present hour create a city with a population approaching half a million of people, and an assessed property value of over *three hundred millions of dollars.*

Essex county is divided into thirteen townships, with a total population, according to the last census, of 143,839, the following being the official returns for each: Belleville, 3,644; Bloomfield, 4,580; Caldwell, 2,727; Clinton, 2,240; E. Orange, 4,315; Livingston, 1,157; Milburn, 1,675; Montclair, 2,853; Newark, 105,059; Orange, 9,348; S. Orange, 2,963; W. Orange, 2,106; Woodside, 1,172. In these, the most important towns are those lying nearest our own city, Orange, Belleville, Bloomfield, Montclair, &c. *Orange*, the largest of these is four miles west of Newark, and nestles directly at the foot of the mountains. It was separated from the township of Newark in 1806, and together with East, West and South Orange, contains nearly 20,000 inhabitants. Politically disconnected, these are yet parts of one great whole, united to each other, and to our own city, by unbroken lines of streets and avenues, lined with villas, gardens and lawns throughout their entire length. Orange proper has many large and beautiful stores, extensive manufactures, schools, academies, and churches of every denomination. From Newark, communication is ample, nineteen trains by the Morris and Essex railroad, and

sixty trips made by the horse cars, affords abundant facilities, and the excellent streets and roads witness a large and unceasing traffic. *Belleville*, lying northward on the Passaic, and close to the city limits, is also quite a large and important place. *Bloomfield*, also on the north, lies inland from the river, and about a mile further distant than Belleville. It is prettily situated in a delightful valley, like a bird in its nest, but with its wings spreading in the shape of many handsome houses, up and over the hills on either hand. The town is a very pleasant and prosperous place. *Montclair* is another lovely little town, lying just north-west of Bloomfield, a small ridge of hill separating the two. It is the terminus of a branch of the Morris and Essex railroad from Newark, which, leaving the main line at Roseville station, runs northward through a delightful plain to Bloomfield, cuts the hills to the west, and runs up to the station in the northern part of the town. A line of horse cars running between Newark and Bloomfield are destined to terminate also in Montclair. Many other places around might be mentioned, all offering in their healthy climate, in the delightful scenery of their surroundings, in their educational and social facilities, and in their numerous and pleasant traveling accommodations, all the attractions which the dwellers in cities usually seek in their suburban homes.

We have space to notice only one other aspect of the county, and that is the labors of the Essex County Road Board. This most important Board was created by act of the legislature in the year 1868, for the purpose of laying out and constructing public carriage roads in Essex county. For the first two years of its existence, many difficulties and obstructions had to be overcome, but from their earliest organization, the members took a broad and comprehensive view of the future wants of the county. They decided that the first and principal avenues must radiate from the largest city; that they must be broad and of the most approved grades, to accommodate the enormous traffic they will in the future be called upon to bear, and that neighboring counties must be enlisted in the effort to give good and sufficient roadways for that wonderful growth of natural prosperity which embraces the entire northern part of the State. The first six avenues, therefore, were mapped out to radiate from Newark of the magnificent width of eighty to one hundred feet, and in directions that immediately enlisted the co-operation of adjacent counties. Since its actual commencement the work has been pushed with such vigor that five of the avenues within the county are so far completed as to afford excellent travel over their whole length, except at a few points where unfinished bridges bar the way. *Frelinghuysen avenue*, commencing at Sherman avenue, a little south-west of Lincoln Park, stretches southward, straight as an arrow and almost perfectly level; its broad line cuts the clump of woodland on the verge of the meadows, and passing almost alongside the track of the New Jersey railroad, through pleasant farms and rural surroundings, enters Elizabeth by its most beautiful suburb. *Springfield avenue* leaves the city from the head of Market street, at the Court House and continues through Irvington and Middleville, and beyond these by a pleasant undulating line of hill and dale, until at the

Union county line it runs down into the valley at the southern spur of the Orange mountains, where Springfield, Milburn, and other towns lie hid. *South Orange avenue* is also a continuation westward of the city street of that name. It passes Fairmount reservoir and cemetery; traverses the country beyond and winds under the castellated towers of Seton Hall College. At South Orange it breasts the mountain by a southern slope. The avenue does not stop here, but follows the turnpike leading to Morristown, ending at Columbia bridge over the Passaic. *Park Avenue*, beginning at Bloomfield avenue, runs westward through the fertile plain towards the Orange mountains, passing north of the old reservoir, across the canal by a substantial stone bridge in process of completion, intersecting the track of the Newark and Montclair railroad at its own level, and strikes Valley street, Orange, opposite the entrance to Llewellyn Park. Skirting the southern side of the Park it ascends the mountains, falls into, and follows the Newark and Mount Pleasant turnpike through Livingston, to Cook's bridge on the the Passaic. *Bloomfield Avenue*, to Bloomfield and beyond, has scarcely been touched as yet, but when widened and improved as the others are it will be equal in beauty and interest to any of them. It will be continued through Caldwell to Pine brook on the Passaic, and will form one of the most delightful of the many drives radiating from Newark. *Washington Avenue* is a continuation of Belleville Ave. northward to the county line. It commences at Mount Pleasant Cemetery, the newer portion continuing from Second river at Belleville, up the valley of the Passaic. This is perhaps the most beautiful avenue laid out by the board. Traversing the face of the ridge, its course presents a succession of most exquisite pictures. Its curves are made in bold and graceful sweeps affording uninterrupted views of both sides of the river, culminating at the most elevated point, west of the engine house of the water works, in an extensive panorama stretching in graceful undulations to the north, through a succession of bold and ever darkening hills to the verge of the far horizon.

Other avenues within the county are projected by the road board, but their description scarcely comes within the scope of the *HAND BOOK*. The amount expended last year on the six avenues we have named, was \$143,739.87. Those we have so very briefly mentioned, are destined in a very few years to be the very finest *Boulevards* of a city enlarged, and beautified by wealth and taste. They will scarcely be finished till they are lined with villa and suburban residences, and filled with gay equipages and a thronging traffic. The extent of the change introduced by them, and by other improvements, no one can estimate. The observer who looks at them as we have done, with a view to a faithful estimate and description, is forced to the conclusion that Newark has scarcely more than entered on her career of prosperity. From a study of her recent past, it needs no wizard to predict that her full greatness lies mainly in the future, and that the *HAND BOOK AND GUIDE* of ten years hence, will need greatly more pages than our own, in order to give even a very brief notice of all the objects of interest and importance which will then exist.

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BRUSH MANUFACTURER,

No. 97 SPRINGFIELD AVENUE,

Newark, N. J.

ALL ORDERS PUNCTUALLY ATTENDED TO.

Hatter's Brushes Constantly on Hand.

ALL KINDS OF MACHINE BRUSHES MADE TO ORDER.

THE OLDEST ESTABLISHMENT OF THE KIND IN THE CITY.

S. B. MILLER & CO.,
Plumbers & Coppersmiths,
No. 21 FAIR STREET, NEWARK, N. J.

Dealers in Stoves, Ranges, Furnaces, &c. Agents for the American Base Burner, Gas and Steam Fitting, Chandeliers, Brackets, &c., &c. Plumbing in all its branches, aqueduct water introduced into houses and the same fitted up in the best manner.

COPPERSMITHING,
Varnish Kettles made to order and repaired. Jewelers' Boil Pans of every required shape and size, constantly on hand and made to order. We are the only manufacturers of the celebrated "Green Head" Well Pump, which has been before the public for the past thirty years.

SYLVESTER B. MILLER.

EZRA W. WHITEHEAD.

SKINNER, LEARY & LINDSLEY,
Machinery in General,
23, 25 AND 27 LAWRENCE ST.,
NEWARK, N. J.

STATIONARY AND PORTABLE STEAM
ENGINES,

HOISTING AND PILE-DRIVING ENGINES, with
Frictional Gearing; Derrick and Contractors
Machinery; Freight and Passenger Elevators,
for Factories, Stores, &c.
Shaftings, Hangers, Pullies, &c., constantly on hand,
or made to order.



Hoisting, Pumping & Mining
ENGINES,

From 5 to 40 Horse Power, Double & Single;
8 & 12 Horse Power Constantly
ON HAND.

Double Engines with Double Drums,
For discharging vessels, and the larger sizes
built to order. Each Engine fully tested
and warranted.

Hoisting Machinery,
Stationary and Dummy
Engines, Shafting Pulleys,
Hangers, machinery of all
kinds improved and re-
paired; work done in the
most manner and war-
ranted.

J. S. MUNDY,
7 Railroad Avenue,
NEWARK, N. J

GEO. H. VANDERHOFF,
Stair Builder,

No. 8 Sixth Avenue,
RESIDENCE 21 BOYDEN ST.,
NEWARK, N. J.

JOSEPH CLEMENTS,
Wholesale Manufacturer of Every Description of
Fine Riding Bridles and Martingales,
ROUND AND FLAT, BLACK, RUSSET AND STAINED,
ROUND CARRIAGE DRIVING REINS,
Made in the best English style.
*Also, all kinds of Leather Cigar Cigarette,
Fusée, and Spectacle Cases, Shot Pouches &c.*
NEWARK, N. J.

Newark Brush Manufactory,
Near Cor. Broad and Commerce Sts.



Wood and Leather, Horse, all qualities; Mason, Family and
Kalsomine, Whitewashing, Scrubbing, Dusting and Paint.

Particular attention given to
Jewelers', Machine and Factory Work.
Of every description.

E. & W. DIXON,
No. 5 COMMERCE STREET, NEAR BROAD.

BROWE BROTHERS & CO.,
MANUFACTURERS OF
Gas Fixtures,

No. 16 BANK STREET.

Newark, N. J.

INSURE IN THE
Humboldt Insurance Company,
OF NEWARK, N. J.

Office, 753 BROAD STREET,
(ESSEX COUNTY NATIONAL BANK BUILDING.)

CAPITAL, - - - - \$200,000

This Company issues policies upon all class of Risks, either on
the *Mutual or Stock Plan*, as low as is consistent with security.

Dividends Annually in Scrip or Cash.

DIRECTORS:

GEORGE BROWN,
EDMUND W. McCLAVE,
JOSIAH B. WILKINSON,
HENRY W. WILSON,
JACOB STUCKY,
THOS. W. LANGSTROTH.

DAVID COLLINS,
WILLIAM A. HOWELL,
DR. I. W. CONDUCT,
ELIAS A. WILKINSON,
WILLIAM W. JUBE,
WILLIAM B. BROWN,

ALBERT H. CLARK.

OFFICERS:

GEO. BROWN, Pres't.

ELMER F. HIGGINS, Sec'y.

EDMUND W. McCLAVE, Vice-Pres't.

JAS. A. HEDDEN, Treas.

OSCAR BARNETT,
HARDWARE & MACHINERY,

GREY IRON FOUNDRIES & MACHINE WORKS,

Hamilton, McWhorter & Bruen Sts.,

MALLEABLE IRON WORKS,

N. J. R. R. Ave., cor. Johnson St., Store, 34 & 36 McWhorter St.,

NEWARK, N. J.

Malleable Iron Castings from Air Furnace or Cupola furnished to
order. Small Grey Iron Castings Soft and Smooth.

ESTABLISHED 1845.

Mutual Benefit

LIFE INSURANCE COMPANY.

SUMMARY OF BUSINESS

Since the Organization of the Company in 1845.

RECEIPTS.

Amount of Premiums received from May 1st, 1845, to January 1, 1872,	\$44,416,322 50
Amount of Interest received from May 1. 1845, to Jan. 1, 1872,	9,199,970 11
Total Receipts	\$53,616,292 61

DISBURSEMENTS.

Paid for Losses and Endowments,	\$11,277,227 84
Paid for Dividends or return Premiums,	11,313,417 13
Paid for Surrendered Policies,	2,344,019 74
Paid for Management, Commissions, Taxes, etc.,	5,439,832 09
	\$30,374,795 80

TOTAL ASSETS, JAN. 1, 1872, \$23,241,795 81

Showing that of the entire receipts the Company retain 43.35 per cent, as a reinsurance fund and surplus :

That 46.50 per cent. has been returned to members or their families, for losses, return premiums and surrendered policies :

And that only 10.15 per cent. has been expended for all other purposes, including taxes, commissions, and all expenses of management.

As Dividends are paid at the end of the second year, the above amount represents the sum paid on premiums received up to January 1, 1870, and is 34.02 per cent. of said premiums.

These results are more favorable to the insured than those presented by any Company in the world.

Number of Policies in force, January 1, 1872,	38,667
Amount of Insurance in force,	\$133,137,290 00
Amount of Reserve thereon, (highest standard),	19,644,483 00
Total Assets, January 1, 1872,	23,241,795 81

BUSINESS IN 1871.

Receipts during the Year 1871,	\$6,972,030 32
Paid to Policy-holders in 1871,	4,240,231 54
Paid Claims by death in 1871,	1,554,428 01
Increase of net Assets in 1871,	2,029,061 86
Ratio of Expenses to income in 1871,	10 per cent.

Expenses Compared as per Massachusetts Reports.

The average ratio of expenses to income, since its organization, is less than that of any Company in the United States. We compare with a few of the leading Companies :

	Average ratio of Expenses to Income since organization.
MUTUAL BENEFIT LIFE,	1.9
New England Mutual,	9.7
Connecticut Mutual,	9.8
Mutual Life, New York,	10.4
New York Life,	14.9
Equitable,	22.0
Ætna Life,	15.5

LEWIS C. GROVER, President.
H. N. Congar, Vice-President.

EDWARD A. STRONG, Secretary.
BENJAMIN C. MILLER, Treasurer.

GEORGE PRICE,
PLAIN AND
ORNAMENTAL JAPANNER,
Glass, Wood and Tin Signs,
323 MARKET STREET, NEWARK, N. J.
Opposite Horse Car Depot.

BRONZING IN ALL ITS VARIETIES

JOSEPH B. MAYO,
MANUFACTURER OF
Solid & Heavily Silver Plated Table Ware,
PLATED ON THE FINEST WHITE METAL,
Castors, Waiters, Pitchers, Cake Baskets, Knives, Forks, Spoons, &c.
OLD WORK REPLATED AND REPAIRED,
And made nearly equal to New,
Store 16 Bank St., Manufactory 32 Mechanic St.
NEWARK, N. J.

RICHARDSON & HALL,
MANUFACTURERS OF
Coach Lamps,
AND FIRE ENGINE SIGNALS,
32 MECHANIC STREET, NEWARK, N. J.
COACH LAMPS NEATLY REPAIRED,
Silver Plating, Gilding and Metal Spinning,
EVERY DESCRIPTION OF GLASS BENT,
Carriage Trimmings Furnished to Order.

M B - 60



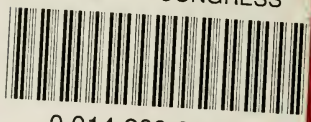
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